SAN FRANCISCO PUBLIC LIBRARY
3 1223 06446 5645

5/S

San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the Library

b 1873 1466
b 1873 1473

PORT OF SAN FRANCISCO
SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

AGENDAS AND MINUTES

1991 – 1996

(Some of the Board's Agendas and Minutes are missing.)

3 1223 06446 5645

SF
358
.1
2/91

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

DOCUMENTS DEPT.
JUL 1 1991
SAN FRANCISCO
PUBLIC LIBRARY

AGENDA

TUESDAY, JULY 2, 1991 AT 4:30 P.M.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its first meeting on Tuesday, July 2, 1991 at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting of the Waterfront Plan Advisory Board is as follows:

1 Welcoming statement by Bob Tufts, Chair of the Advisory Board.

2. Introductions by individual members of the Advisory Board, Michael Huerta, the Port's Executive Director, and Port staff.

3. Consideration of proposed by-laws for the Waterfront Plan Advisory Board, (first draft prepared by Port staff) to establish a regular meeting time, quorum and voting rules, procedures for public participation, and other procedures for the conduct of the Advisory Board's business. *

4. Consideration of proposed agendas for future meetings of the Waterfront Plan Advisory Board.

5. Opportunity for the public to address the Advisory Board.

* Copies of the draft by-laws and proposed future meeting agendas that have been prepared by Port staff will be available for public review as of June 25, 1991, and can be obtained at the Ferry Building, Suite 3100, in the Port's reception area. A copy of the draft by-laws and future agendas will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

***

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff person will contact you as soon as possible.

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

PROPOSED FUTURE AGENDAS

The following is a list of suggested agendas for the second through fifth Advisory Board meetings that Port staff has prepared for discussion. The dates of the future meetings will be determined at the July 2nd meeting.

Suggested Agenda for Second Meeting

1. Formal Adoption of By-laws
2. Overview of the Port of San Francisco: Land Uses and Port Activities, by Michael Huerta, Executive Director.

Suggested Agenda for Third Meeting

1. Regulatory Context for Port Land Use Plan (Presentations by Port Staff and Others)
    * Proposition H
    * Public Trust Doctrine
    * Federal Agencies with Jurisdiction
    * State and Regional Agencies with Jurisdiction
    * Local Agencies with Jurisdiction
2. General discussion on Waterfront Land Use Plan Public Outreach Efforts

Suggested Agenda for Fourth Meeting

1. Port Property: Existing and Currently Proposed Land Uses (Presentations by Port Staff)

Suggested Agenda for Fifth Meeting

1. Bay Tour of Port of San Francisco (We are attempting to schedule a boat tour for this meeting.)

PROPOSED BY-LAWS OF THE WATERFRONT PLAN ADVISORY BOARD

ARTICLE I

NAME

This advisory body shall be known as the "Port of San Francisco Waterfront Plan Advisory Board", hereafter referred to as the "Advisory Board."

ARTICLE II

PURPOSES AND DUTIES

The primary purpose of the Advisory Board shall be to provide advice and guidance to the San Francisco Port Commission throughout the planning process for the Port of San Francisco's property. The Advisory Board meetings will provide a forum for the exchange of ideas between the Advisory Board members, the Port, other City agencies and the general public. The Advisory Board will serve as a sounding board for ideas generated or solicited by the Advisory Board membership as well as proposals presented by Port staff and consultants. Above all, the Advisory Board will foster an environment where divergent viewpoints concerning the future of the waterfront can be discussed and debated in an informative and constructive manner.

ARTICLE III

MEMBERSHIP

Section 3.1 Term of membership. Once appointed by either the Mayor, the members of the Board of Supervisors, or the San Francisco Port Commission, an Advisory Board member shall serve on the Advisory Board for a term that extends until a Waterfront Land Use Plan is completed, as provided in the initiative ordinance referred to as Proposition H on the November 6, 1990 ballot, provided that the term may be extended by action of the San Francisco Port Commission. An individual member of the Advisory Board who wishes to resign from the Advisory Board may do so by submitting a letter of resignation to the Chair of the Advisory Board.

Section 3.2 Vacancies. Vacancies on the Advisory Board shall be filled by the official or the body that originally appointed the member whose position on the Advisory Board has become vacant. In making new appointments, an effort should be made to ensure the same or similar balance of representation of the diverse interests which characterize the Advisory Board as originally constituted.

ARTICLE IV

MEETINGS

Section 4.1 Regular Meeting. The Advisory Board shall hold regularly scheduled meetings twice each month, on the ___ and ____ Tuesday of each month, beginning at 4:30 p.m. in the Port Commission meeting room in the Ferry Building, Suite 3100. It may be necessary from time to time for the Chair or a majority of the Advisory Board members to designate an alternative time or location for an Advisory Board meeting, in which case the regular meeting shall be deemed to have been cancelled and the rules governing special meetings shall be observed. It is the Advisory Board's preference, however, that notice of the new time and place of the meeting be given at least one week in advance of the meeting time whenever the circumstances permit.

Section 4.2 Special Meeting. A special meeting of the Advisory Board may be called at any time by the Chair, or by a majority of the members of the Advisory Board, by delivering written notice personally, by mail, telegram or telefacsimile, provided that the member specifically authorizes delivery of written notice by telefacsimile, to each member of the Advisory Board. Written notice shall also be delivered personally or by mail to each local newspaper of general circulation, radio or television station requesting notice in writing. The notice shall be sent in sufficient time to allow it to be received at least 24 hours before the time of the meeting as specified in the notice. The notice shall specify the time and place of the special meeting and the business to be transacted. The written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the Chair a written waiver of the written notice provision. The written notice requirement is automatically waived as to any member who is actually present at the meeting at the time it convenes. Notice shall be required pursuant to this section regardless of whether any action is proposed to be taken at the special meeting.

Section 4.3 Public Participation. All meetings of the Advisory Board shall be open to the public, and public participation shall be actively encouraged. The members of the public shall have an opportunity to present their views to the Advisory Board at each meeting. Each public speaker shall observe a three-minute speaking limit, which limit can be waived at the discretion of the Chair of the Advisory Board. Notice of the agenda of Advisory Board meetings shall be mailed to any person requesting notice.

Section 4.4 Quorum Rules. A simple majority of fourteen (14) members shall constitute a quorum of the Advisory Board. If there are at least fourteen (14) members present when an Advisory Board meeting is called to order, then the meeting is a valid meeting for all purposes; provided, however, that if during the course of the meeting, there are less than eight (8) members remaining, then although the meeting can continue, no official action can be taken on behalf of the Advisory Board, except to adjourn the meeting.

Section 4.5 Voting Rule. A vote by a majority of the members of the Advisory Board present at a meeting is required to pass a matter put to a vote; provided, however, that a vote of eight (8) votes is the minimum number of votes required to carry any item. The Chair of the Advisory Board will vote only if necessary to break a tie. Voting shall be by voice vote, or show of hands, unless the Chair determines, or the Advisory Board votes, to proceed by roll call on a specific item. For actions requiring a vote, there will be a policy of introducing the item for consideration at least one meeting in advance of a vote on that item, provided, however, that the Advisory Board can vote to change this rule during the course of a meeting and call for a vote on any item included on the agenda for that meeting.

Section 4.6 Rules of Order. The Advisory Board need not conduct its business under formal rules of parliamentary procedure, however, the Chair shall abide by a policy of fairness in the conduct of the meetings.

Section 4.7 Attendance. Attendance will be recorded at each Advisory Board meeting. The Chair will recognize valid excuses, which shall be conveyed to Port staff in advance of the meeting whenever possible. If a member misses three (3) to five (5) consecutive meetings without a valid excuse, the member may be asked to resign at the discretion of the Chair.

Section 4.8 Minutes. Port staff will maintain minutes of the Advisory Board meetings, showing the names of the members in attendance, a general description of the matters discussed, and a record of any matters put to a vote and whether the item passed or failed. The Advisory Board will not electronically record its meetings, however a member of the public or a member of the Advisory Board may record the meetings provided that the conduct of the meeting is not disrupted.

ARTICLE V

OFFICERS AND COMMITTEES

Section 5.1 Chair and Vice-Chair. The Chair of the Advisory Board shall be Mr. Robert Tufts, who shall exercise all of the authority conveyed upon the Chair under these by-laws and such other authority conveyed upon the Chair by the Advisory Board. The Vice-Chair shall be Ms. Sue Bierman, who shall act as Chair in the Chair's absence.

Section 5.2 Officers. The Advisory Board may elect such other officers as it deems necessary for the conduct of its business.

Section 5.3 Committees. The Advisory Board may create any standing committees that it deems necessary for the conduct of its business. Ad hoc committees or working groups can be designated by action of the Chair, as appropriate.

ARTICLE VI

APPLICABLE LAW

Section 6.1 Applicable Law. The Advisory Board, having been created by official action of the San Francisco Port Commission, is subject to the provisions of Government Code Sections 54950 - 54962 ("Ralph M. Brown Act"), and shall conduct its business consistent with applicable law.

ARTICLE VII

ADOPTION AND AMENDMENT OF BY-LAWS

Section 7.1 Adoption of By-laws. Adoption of these by-laws requires an affirmative vote of at least fourteen (14) members of the Advisory Board.

Section 7.2 Amendment of By-laws. The Advisory Board may vote to amend these by-laws at any time by an affirmative vote of at least fourteen (14) members.

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES

Meeting of Tuesday, July 2, 1991, 4:30 p.m.

Attending Board Members: Vice-Chair Sue Bierman, Kermit Boston, Anne Cervantes, Robin Chiang (substitute for Julia Viera), Denise Conley, James Eschen, Pat Flanagan, Michael Gallette, Lester Gee, Dennis Herrera, Richard Millet, Jack Morrison, Stan Moy, Peter Moylan, Curt Rodby, Emily Rodriguez, Nan Roth, Jack Scott, Marina Secchitano, Chairperson Robert Tufts, Jay Wallace
Absent: Carl Hanson, Toby Levine, Denise McCarthy, Brian McWilliams, George Mix, Esther "b" Woeste

Attending Port Staff: Michael Huerta, Keri Lung, Diane Oshima, Noreen Ambrose (City Attorney), Thomas Lai

Meeting convened by Chairperson Tufts at approximately 4:45 p.m., once a quorum (14 members) was present.

Introduction of Board members and Port Staff: Executive Director Michael Huerta; Keri Lung, Manager of the Planning and Development Division (who will directly oversee staff work on the Waterfront Plan); Noreen Ambrose, of the City Attorney's office (providing counsel for legal issues associated with the Waterfront Plan); Diane Oshima (the primary contact staffperson for the Board members. Her phone number is 274-0544); and Thomas Lai, a graduate student intern with the Port assisting on the project.

In addition to the Port staff, a 24 hour Voice Mail phone number has been established, 274-0354, to receive comments/inquiries from the Board or the general public. Messages will be checked everyday to ensure a timely response.

Administrative Matters

1) Tufts circulated the following to ensure up-to-date information for each of the Board members: a) meeting date/time preference sheet; b) phone list ; c) mailing list.

2) Tufts requested Board members provide to Port staff revisions/updates to statements concerning personal backgrounds which were provided to Board members. This will enable staff to complete a summary biographical description of the Board.

3) Board discussion of meeting time for the Board's regular meetings. Tufts explained proposed 4:30 p.m. start time to minimize traffic delays, end meetings at a reasonable dinner time, and still allow public participation in substantive agenda items starting by 5:00 p.m. Moylan proposed 5:30 p.m. start time to

make the meetings more available to the general public. (The meeting preference sheet signed by all attending Board members indicated 17 out of 21 members present in favor of 4:30 p.m.) Discussion of the need to have two meetings per month, as proposed in the Board's by-laws. Tufts indicated that number/frequency of meetings could be adjusted over time, as needed, but suggested maintaining the two meetings per month for the time being.

4) Tufts encouraged all Board members to keep an open mind in considering/discussing ideas before making a decision, rather than coming to the meetings with preconceived ideas. Main objective is to adopt decisions through consensus building, but need to have voting procedures to decide issues that are controversial.

Review of By-laws

1) RE: Article II: Roth felt the description of purposes and duties too vague, inquired whether more detail should be provided determining the Board's role in defining/participating in the work plan. Lung indicated Board will review all draft documents, and will review the draft work plan at one of its early meetings. The Board also will help to further define its role. Other Board members argued that the Article II language should be general, as currently drafted, to allow the Board latitude in defining its duties.

2) RE: Article III: Question was raised as to whether Chiang should be allowed to serve as a six month substitute for Viera.

Huerta and Tufts explained Supervisor Ward in fact formally appointed Chiang to the Board during Viera's absence. Chiang expressed his interest and desire to remain on the Board. Other Board members did not object to his participation as long as he represented the same interests as Viera. Tufts instructed staff to amend the Board membership records to indicate Chiang's six month tenure, as a substitute for Viera.

3) RE: Article IV: Tufts explained rationale behind defining eight votes as the minimum in adopting decisions of the Board, representing a majority of the proposed Board quorum of 14 members. He will not vote on matters unless to break a tie.

Moylan expressed concern that eight votes was insufficient to determine the will of the Board. Bierman noted that members should attend and vote on issues if they care, which would likely result in more than the eight vote minimum decision. Some felt a quorum of 14 was too high, especially if there were a high number of vacancies on the Board. Tufts indicated that if vacancies hindered assemblying a quorum, action should be taken to take care of filling those vacancies rather than redefine what constitutes a quorum. Some felt a quorum of 14 was too low, though understood if the quorum were higher, it could take longer to convene the Board meetings.

Nevertheless, it is the preference of the Board to strive to achieve consensus on all matters requiring an action by the Advisory Board.

Tufts expressed preference for not adopting Roberts Rules of Order for conducting meetings, since most are not familiar with them. He, instead, would prefer conducting meetings based on the rule of fairness.

Board discussed Section 4.7 regarding attendance. Some felt proposed language in Section 4.7 was too lenient, suggested that three unexcused absences by members within any given six month period would automatically release them from the Board, unless the Board indicated otherwise. Others did not share this concern, or stated their preference to leave the language as currently drafted.

Tufts expressed desire to amend the draft by-laws to disallow voting on Board issues by proxy, as it is important for members to be physically present to hear and engage in discussion prior to making a decision. Conley agreed to not allow proxies for voting, but wanted to reserve the option allowing members to use proxies to express opinions about issues being discussed by the Board. There was no disagreement amongst Board members with either proposal.

4) RE: Articles V, VI, and VII: There was no substantive comment on the proposed text in these articles.

Agendas for Future Meetings

Roth asked if there was any way to condense the information presentations by providing as much as possible in written documents. Huerta indicated much information related to the Port is highly complex and tends to require verbal explanation and presentation to best ensure an adequate understanding of the details and relationship of the different Port policies. He also pointed out the diverse backgrounds of the Board members and the objective of bringing all members to a common ground of understanding and education of Port issues. Huerta further noted that written material for the discussion topics could be sent in advance of the presentation, to allow board members to review for the meeting discussion.

Roth supported scheduling Board discussion of the Waterfront Work Program earlier rather than later to get a context for understanding the orientation presentations. Tufts directed staff to schedule review of the Work Program as soon as practical.

Flanagan requested a presentation to the Board of the State Lands transfer criteria to ensure Waterfront Plan does not contradict with that transfer.

Public Comment

Tufts proposed that the general rule for public comments would be three minutes per speaker and, at the discretion of the Chair, longer if possible. Also proposed formally closing public comment to reserve ability for Board to engage in its discussion without interruption; the Chair retains the ability to recognize members

of the general public or other participants at any time, however, including during Board discussions.

Comments from Dr. Francis Clauss, San Francisco resident - provided overview of waterfront issues of his concern: maintain prohibition of helicopters in waterfront area; supports relocation of Maritime Museum to China Basin; supports improvement of Islais Creek; provide for relocation of H&H Ship Services in the Waterfront Plan; supports Warm Water Cove improvements; supports preservation/adaptive re-use of Union Iron Works Building at 20th/Illinois Streets.

Comments from Dehnert Queen, Small Business Development Corporation - expressed concern that the Board meetings are not being tape recorded and would like to have that policy changed; wants ability for three minute public comment on every agenda item; submitted a description of the public hearing process for hearings held on the Residence Element of the Master Plan, which he supports; wants all documents that are sent to Board members to also be available to the public at the same time. Tufts indicated support for allowing a three minute per person public comment for every important topic on the agenda (with more time at discretion of the Chair), and said the Board will consider the public hearing policy Queen submitted. Lung indicated meeting minutes and material provided to the Board will be available to the public, although voluminous documents may dictate requiring general public to come to the Port's office to review them.

Niels Erich, journalist - stated his support for presentations of information related to the Port at the Board meetings rather than in written material, due to the complexity of issues that will need to be addressed in the Waterfront Plan.

The meeting preference survey filled out by the attending Board members indicates the next Board meeting is Tuesday, July 23, 1991, 4:30 p.m. By that time, meeting availability information from the Board members unable to attend the July 2nd Board meeting will have been collected to allow a decision on a regular schedule for the Board's future meetings.

Advisory Board meeting adjourned at approximately 6:30 p.m.

F
58
1
23/91

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

AGENDA

Tuesday, July 23, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, July 23, 1991 at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting of the Waterfront Plan Advisory Board is as follows:

1. Approval of minutes from Advisory Board meeting of July 2, 1991.

2. Establishment of a schedule for regular meetings of the Advisory Board.

3. Discussion of the issue of tape recording the Advisory Board meetings.

4. Formal adoption of Waterfront Plan Advisory Board By-laws.

5. Formal adoption of Proposed Future Agendas.

6. Overview of the Port of San Francisco: Land uses and Port activities, by Michael Huerta, Executive Director.

(Public comment will be permitted on any agenda item.)

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of July 2nd will be available for public review as of July 16, 1991. A copy of the minutes, by-laws, and/or proposed future agendas will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

* * *

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible.

DOCUMENTS DEPT.

JUL 15 1991

SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

PROPOSED FUTURE AGENDAS

The following is a list of suggested agendas for the third through fifth Advisory Board meetings that Port staff has prepared for discussion and approval. The dates of the future meetings will be determined at the meeting of July 23, 1991.

Suggested Agenda for Third Meeting

1. Regulatory Context for Port Land Use Plan (Presentations by Port Staff and Others)
   * Proposition H
   * Public Trust Doctrine
   * Federal Agencies with Jurisdiction
   * State and Regional Agencies with Jurisdiction
   * Local Agencies with Jurisdiction
2. Draft Work Program for Waterfront Land Use Plan (Presentation by Port Staff)
3. General discussion on Waterfront Land Use Plan Public Outreach Efforts

Suggested Agenda for Fourth Meeting

1. Port Property: Review Existing Land Uses and Zoning Designations and Identify Proposed Development Projects and Planning Studies (Presentations by Port Staff and Other Agencies, as appropriate)

Suggested Agenda for Fifth Meeting

1. Bay Tour of Port of San Francisco (We are attempting to schedule a boat tour for this meeting.)

DOCUMENTS DEPT.
JUL 15 1991
SAN FRANCISCO
PUBLIC LIBRARY

DOCUMENTS DEPT.

JUL 1 5 1991

SAN FRAN[illegible]O
PUBLIC LIBRARY

PROPOSED BY-LAWS OF THE WATERFRONT PLAN ADVISORY BOARD

ARTICLE I

NAME

This advisory body shall be known as the "Port of San Francisco Waterfront Plan Advisory Board", hereafter referred to as the "Advisory Board."

ARTICLE II

PURPOSES AND DUTIES

The primary purpose of the Advisory Board shall be to provide advice and guidance to the San Francisco Port Commission throughout the planning process for the Port of San Francisco's property. The Advisory Board meetings will provide a forum for the exchange of ideas between the Advisory Board members, the Port, other City agencies and the general public. The Advisory Board will serve as a sounding board for ideas generated or solicited by the Advisory Board membership as well as proposals presented by Port staff and consultants. Above all, the Advisory Board will foster an environment where divergent viewpoints concerning the future of the waterfront can be discussed and debated in an informative and constructive manner.

ARTICLE III

MEMBERSHIP

Section 3.1 Term of membership. Once appointed by either the Mayor, the members of the Board of Supervisors, or the San Francisco Port Commission, an Advisory Board member shall serve on the Advisory Board for a term that extends until a Waterfront Land Use Plan is completed, as provided in the initiative ordinance referred to as Proposition H on the November 6, 1990 ballot, provided that the term may be extended by action of the San Francisco Port Commission. An individual member of the Advisory Board who wishes to resign from the Advisory Board may do so by submitting a letter of resignation to the Chair of the Advisory Board.

Section 3.2 Vacancies. Vacancies on the Advisory Board shall be filled by the official or the body that originally appointed the member whose position on the Advisory Board has become vacant. In making new appointments, an effort should be made to ensure the same or similar balance of representation of the diverse interests which characterize the Advisory Board as originally constituted.

ARTICLE IV

MEETINGS

Section 4.1 Regular Meeting. The Advisory Board shall hold regularly scheduled meetings twice each month, on the ___ and ____ Tuesday of each month, beginning at 4:30 p.m. in the Port Commission meeting room in the Ferry Building, Suite 3100. It may be necessary from time to time for the Chair or a majority of the Advisory Board members to designate an alternative time or location for an Advisory Board meeting, in which case the regular meeting shall be deemed to have been cancelled and the rules governing special meetings shall be observed. It is the Advisory Board's preference, however, that notice of the new time and place of the meeting be given at least one week in advance of the meeting time whenever the circumstances permit.

Section 4.2 Special Meeting. A special meeting of the Advisory Board may be called at any time by the Chair, or by a majority of the members of the Advisory Board, by delivering written notice personally, by mail, telegram or telefacsimile, provided that the member specifically authorizes delivery of written notice by telefacsimile, to each member of the Advisory Board. Written notice shall also be delivered personally or by mail to each local newspaper of general circulation, radio or television station requesting notice in writing. The notice shall be sent in sufficient time to allow it to be received at least 24 hours before the time of the meeting as specified in the notice. The notice shall specify the time and place of the special meeting and the business to be transacted. The written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the Chair a written waiver of the written notice provision. The written notice requirement is automatically waived as to any member who is actually present at the meeting at the time it convenes. Notice shall be required pursuant to this section regardless of whether any action is proposed to be taken at the special meeting.

. Section 4.3 Public Participation. All meetings of the Advisory Board shall be open to the public, and public participation shall be actively encouraged. The members of the public shall have an opportunity to present their views to the Advisory Board at each meeting. Each public speaker shall observe a three-minute speaking limit, which limit can be waived at the discretion of the Chair of the Advisory Board. Notice of the agenda of Advisory Board meetings shall be mailed to any person requesting notice.

Section 4.4 Quorum Rules. A simple majority of fourteen (14) members shall constitute a quorum of the Advisory Board. If there are at least fourteen (14) members present when an Advisory Board meeting is called to order, then the meeting is a valid meeting for all purposes; provided, however, that if during the course of the meeting, there are less than eight (8) members remaining, then although the meeting can continue, no official action can be taken on behalf of the Advisory Board, except to adjourn the meeting.

Section 4.5 Voting Rule. The preference of the Board is to strive to achieve consensus in all matters requiring an action by the Advisory Board. A vote by a majority of the members of the Advisory Board present at a meeting is required to pass a matter put to a vote; provided, however, that a vote of eight (8) votes is the minimum number of votes required to carry any item. The Chair of the Advisory Board will vote only if necessary to break a tie. Voting shall be by voice vote, or show of hands, unless the Chair determines, or the Advisory Board votes, to proceed by roll call on a specific item. For actions requiring a vote, there will be a policy of introducing the item for consideration at least one meeting in advance of a vote on that item, provided, however, that the Advisory Board can vote to change this rule during the course of a meeting and call for a vote on any item included on the agenda for that meeting. Board members must be present in order to vote on an item on the meeting agenda; voting by proxy or attorney-in-fact is not permitted.

Section 4.6 Rules of Order. The Advisory Board need not conduct its business under formal rules of parliamentary procedure, however, the Chair shall abide by a policy of fairness in the conduct of the meetings.

Section 4.7 Attendance. Attendance will be recorded at each Advisory Board meeting. The Chair will recognize valid excuses, which shall be conveyed to Port staff in advance of the meeting whenever possible. If a member misses three (3) to five (5) consecutive meetings without a valid excuse, the member may be asked to resign at the discretion of the Chair.

Section 4.8 Minutes. Port staff will maintain minutes of the Advisory Board meetings, showing the names of the members in attendance, a general description of the matters discussed, and a record of any matters put to a vote and whether the item passed or failed. The Advisory Board will not electronically record its meetings, however a member of the public or a member of the Advisory Board may record the meetings provided that the conduct of the meeting is not disrupted.

ARTICLE V

OFFICERS AND COMMITTEES

Section 5.1 Chair and Vice-Chair. The Chair of the Advisory Board shall be Mr. Robert Tufts, who shall exercise all of the authority conveyed upon the Chair under these by-laws and such other authority conveyed upon the Chair by the Advisory Board. The Vice-Chair shall be Ms. Sue Bierman, who shall act as Chair in the Chair's absence.

Section 5.2 Officers. The Advisory Board may elect such other officers as it deems necessary for the conduct of its business.

Section 5.3 Committees. The Advisory Board may create any standing committees that it deems necessary for the conduct of its business. Ad hoc committees or working groups can be designated by action of the Chair, as appropriate.

ARTICLE VI

APPLICABLE LAW

Section 6.1 Applicable Law. The Advisory Board, having been created by official action of the San Francisco Port Commission, is subject to the provisions of Government Code Sections 54950 - 54962 ("Ralph M. Brown Act"), and shall conduct its business consistent with applicable law.

ARTICLE VII

ADOPTION AND AMENDMENT OF BY-LAWS

Section 7.1 Adoption of By-laws. Adoption of these by-laws requires an affirmative vote of at least fourteen (14) members of the Advisory Board.

Section 7.2 Amendment of By-laws. The Advisory Board may vote to amend these by-laws at any time by an affirmative vote of at least fourteen (14) members.

SF
258
#1
-23-91

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES

Meeting of Tuesday, July 23, 1991

Attending Board Members: Chair Tufts, Vice-Chair Bierman, Cervantes, Chiang, Eschen, Flanagan, Gallette, Gee, Hanson, Herrera, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Rodby, Rodriguez, Roth, Scott, Secchitano, Wallace, Woeste.
Absent: Boston, Conley, McWilliams, Mix

Attending Port Staff: Michael Huerta, Keri Lung, Noreen Ambrose, Thomas Lai, Dorothy Schimke, Diane Oshima

DOCUMENTS DEPT.
AUG 2 1991
SAN FRANCISCO
PUBLIC LIBRARY

Meeting commenced at approximately 4:40 p.m.

1) The Board approved the minutes for the July 2, 1991 meeting. Levine asked what constitutes an excused absence. Chair Tufts indicated that determination will be left to the discretion of the Chair. Whether or not meeting minutes will show excused/unexcused absences will be discussed between the Chair and staff.

2) The Board adopted a schedule for its regular meetings to be held the first Tuesday and third Wednesday of each month. By-laws will be so amended to incorporate this schedule. [For the Board's convenience, a list of all meeting dates through 1992 has been prepared.] Future agenda for the third, fourth and fifth meetings was discussed and reviewed. Levine suggested that several Board members themselves may be helpful in educating the rest of the Board on Port-related issues. Tufts agreed and encouraged all members with information to contribute to take the initiative to do so.

3) Chair Tufts indicated that staff reported there would be additional cost to provide wiring in the meeting room, extra microphones and a tape recorder to adequately record the meeting, and therefore recommended that meetings not be recorded. None of the Board members objected.

4) The Board adopted by-laws, as amended in Section 4.5. A final version of the adopted by-laws will be provided to each Board member. Flanagan was concerned how meetings would be conducted if neither Chair Tufts nor Vice-chair Bierman were present. Tufts indicated he would be responsible for approinting an acting chair to preside over the meeting, using the fairness doctrine to determine who he would select.

5) Staff noted that presentation of the Port's Strategic Plan to the Board is expected to be included on the agenda of the sixth meeting (September 18th).

6) Distribution of binders containing various policy documents regulating land use on Port property to Board as an information resource. Staff presentation at next meeting will address those policy documents. Flanagan requested the Transfer Agreement (transferring Port property from State to local Port control) be added to the binder. Chair Tufts instructed staff to provide that document and encouraged Board members to let staff know of other documents members feel should also be added to the binder.

7) Presentation by Huerta of Port land uses. [In response to the Board's request, a summary of predominant land uses for each pier and seawall lot is being prepared for each member. That summary will be provided at the Board meeting on August 21st, along with the staff presentation of zoning designations and proposed development projects on Port property. In the meantime, attached is a brochure with a more general description of Port activities, keyed to a map of the Port's property.]

8) Public Comments: Chair Tufts indicated public comments will be reserved for end of meeting, after Board's address of all agenda items has been completed. Members of the public wishing to make presentations exceeding three minutes (the base time limit adopted in the by-laws) should contact Port staff in advance. The Chair will consider the agenda items and meeting time available and accommodate presentation requests to the extent possible.

Dehnert Queen, Small Business Development Corporation - 1) Distributed his comment letter to Board describing why Board's by-laws inhibit Board and public comment; 2) Believes special meetings [as provided for in Section 4.2] will shut out comment/review by Board members and public; 3) Believes Port leases are too short, inhibits growth of maritime-related businesses; 4) Takes issue with use of Port property for development of housing in Rincon Point/South Beach area; 5) Believes Bill 1059 currently circulating in State legislature would give BCDC additional powers that would obviate work of Waterfront Plan Advisory Board; 6) Believes Mayor,DPW and City Planning cannot resolve connection of north and south Embarcadero improvements, believes construction of new roadway will kill ocean commerce by taking away backland resources.

Francis Clauss - 1) Complimented Huerta's comprehensive presentation; 2) Supports open space proposal for Pier 98; 3) Supports mini-park "gems" near Port facilities; 4) Concerned about long-term prospect for abandoned auto facility at Pier 70, believes Pier 70 could be a relocation alternative for other operations instead, such as H&H Ship Service, and that such issues should be taken into consideration in the Waterfront Plan; 5) Land adjacent to Piers 48/50 deserve more attention because it is part of land swap to enable Mission Bay development, asked for a status report of that land swap.

The next Board meeting is Tuesday, August 6, 1991, 4:30 p.m.

The meeting was adjourned at approximately 7:00 p.m.

SF
259
F1
8/6/91

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Tuesday, August 6, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, August 6, 1991 at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting of the Waterfront Plan Advisory Board is as follows:

1. Approval of Minutes from Advisory Board Meeting of July 23, 1991.

2. Staff Report

3. Regulatory Context for Port Land Use Plan (Presentations by Staff)

    * Proposition H
    * Public Trust Doctrine
    * Federal Agencies with Jurisdiction
    * State and Regional Agencies with Jurisdiction
    * Local Agencies with Jurisdiction

4. Draft Work Program for Waterfront Land Use Plan (Presentation by Staff)

5. General Discussion on Waterfront Land Use Plan Public Outreach Efforts

6. Public Comment

DOCUMENTS DEPT.
AUG 2 1991
SAN FRANCISCO
PUBLIC LIBRARY

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of July 23rd will be available for public review as of July 30, 1991. A copy of the minutes, by-laws, and/or proposed future agendas will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

* * *

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible.

* * *

If you would not like to receive any more mailings regarding the Waterfront Planning process, please call 274-0354 and leave a message informing Port staff to remove your name and mailing address from the Waterfront Plan mailing list.

DOCUMENTS DEPT.

AUG 16 1991

SAN FRANCISCO PUBLIC LIBRARY

SF P58 #1 8-6-91

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES

Meeting of Tuesday, August 6, 1991

Attending Board Members: Chair Tufts, Cervantes, Chiang, Conley, Eschen, Flanagan, Gallette, Gee, Herrera, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Rodriguez, Roth, Scott, Secchitano, Wallace, Woeste
Absent: Vice-chair Bierman, Boston, Hanson, McWilliams, Mix, Rodby

Attending Port Staff: Michael Huerta, Keri Lung, Noreen Ambrose, Tom Lai, Diane Oshima;
Guest Staff: Jeff Blanchfield, Bay Conservation and Development Commission (BCDC)

Meeting commenced at approximately 4:40 p.m.

1) Administrative matters: Minutes for the July 23, 1991 Advisory Board meeting were adopted. In response to Board member requests, staff will adopt the following standard practices: date all documents in upper right-hand corner; provide all handout copies on three-hole punched paper.

2) Public outreach: Board briefly discussed how to disseminate information received by the public, standard practices for responding to public, measures to produce more public involvement in the Waterfront Plan process. Board agreed to share with fellow Board members verbal information/inquiries and/or correspondence received between Advisory Board meetings from public regarding Waterfront Plan issues. In response to an inquiry from Levine, Lung indicated staff maintains a complete file of all correspondence received for the Board (a copy of which would be provided to Board in all instances); to the extent those letters warrant a Port response, staff prepares a standard response acknowledging receipt. If the response includes substantive issues of importance to the Board, staff will distribute copies of the response to Board members. Board members also can direct staff to send responses if they see fit.

   Chair Tufts also suggested Board members inform staff of any organizations they feel should be on the Waterfront Plan mailing list or somehow want to be involved. At next Advisory Board meeting, staff will provide a list of groups/organizations currently on the mailing list, which the Board may supplement.

3) Meeting schedule: In response to staff recommendation, Tufts proposed using three meeting dates to review current area planning and development projects affecting the Port, instead of the one meeting date originally planned. The Board expressed no opposition.

4) Regulatory overview: Huerta provided brief history of the Port and reviewed the Burton Act and Transfer Agreement, and California State Lands Commission; Blanchfield discussed functions and policy of BCDC; Ambrose reviewed Board of Supervisor and City Planning Commission regulatory powers and authority of regional and federal agencies (Army Corps of Engineers, U.S. Coast Guard, Regional Water Quality Control Board). Handout distributed to Board and general public summarizing these agencies and the key issues each presents that is relevant to land use planning for the Port; particular emphasis was made to clarify that the summary is not intended to represent a comprehensive overview of all authority/powers of those agencies, nor that those agencies are the only regulatory bodies that affect development and management of Port property.

History/Burton Act/Transfer Agreement/State Lands Commission: Port land conveyed to California upon statehood, in trust for the people. Burton Act of 1968 and associated Transfer Agreement transferred those trust properties to local Port control (now managed through the Port Commission), specifying commerce, navigation, fisheries and open space/public access as trust uses. Port property may not be transferred to private ownership, nor be leased for longer than 66 years, and all revenues generated must be kept in a separate account for use for trust purposes. Burton Act brought operation of port land in San Francisco more into conformance with that of other port authorities elsewhere in the state, most of which also received local control through state lands transfers. Burton Act does not preclude coordinated port and airport operations, although restrictions on SF Int'l Airport present practical limitations.

The State Lands Commission is responsible for determining what constitutes trust uses, which often is subject to legal interpretation, and thus there are many grey areas as to what may be allowable on Port property. Interpretations that have been made are not consistent nationally; for example, housing has been determined to not be a trust use in San Francisco although it has been found to be an allowable use in other states.

Burton Act amendment in 1987 allowed development of housing associated with the Rincon Point/South Beach (RP/SB) Redevelopment Area and the Delancey Street project on Port property. The findings that were the basis for this action include 1) the overall land area in question was limited in size compared to total Port holdings; 2) on balance, the RP/SB Redevelopment Plan satisfied public trust objectives with the proposed marina and open space/public access; 3) the Port would not have been able to implement the plan due to financial constraints and could not develop a higher revenue-generating use there; and 4) revenues generated from the RP/SB/Delancey development would go back to Port for trust purposes.

Burton Act also allows exchange of trust property for other non-trust land that provides equal or greater value than that generated by the trust property.

BCDC: BCDC is a regional agency, established by the McAteer Petris Act, responsible for promoting public access to San Francisco Bay and protecting it from inappropriate development. [See Regulatory Context summary for description of BCDC's Bay

Plan, Special Area Plan, Total Design Plan, Seaport Plan policy documents, which Blanchfield reviewed.] Its jurisdiction includes San Francisco Bay up to the high tideline, plus a 100 foot shoreline band.

BCDC has permit authority for any projects requiring fill, whereupon they are approveable only if they comply with the Bay Plan and McAteer Petris Act. Projects proposed within BCDC's "bay jurisdiction" (as opposed to those within the 100 foot shoreline band) are restricted to water-oriented uses; for which there are no alternate upland sites; which require the minimum amount of fill; offer public benefits that exceed impacts generated by the project; and which are environmentally sound. Projects proposed in BCDC's shoreline jurisdiction must maximize public access to the waterfront and Bay. [Ambrose pointed out later in the meeting that several existing Port finger piers in various states of disrepair are the subject of an informal opinion from the State Attorney General's office (and a response from the S.F. City Attorney) that substantial rehabilitation of those structures would constitute improvements subject to the more restrictive "bay jurisdiction" review rather than the "shoreline jurisdiction" criteria.]

BCDC policy also establishes policy with which any federal activities occurring in the federal coastal zone must be consistent, pursuant to the Federal Coastal Zone Management Act of 1972.

BCDC is responsible for keeping its policy documents current. Many aspects are now outdated (e.g. Proposition H prohibits some uses that BCDC plans allow). Blanchfield indicated that the Waterfront Plan process will therefore be particularly instructive by involving a comprehensive review of Port land use policy.

Board discussed dredging issue as it currently affects Port's shipping operations, and in light of recent media attention. Huerta explained there are two basic types of dredging: maintenance and channel deepening. Either type requires dredging permits from the U.S. Army Corps of Engineers. S.F. Port only requires maintenance dredging in order to assure adequate access to pier facilities (i.e. to avoid grounded ships); however, its dredging permit has expired. Port has reapplied for a permit, but Army Corps cannot issue it until it resolves the issue raised by the National Marine Fisheries Service that in-bay disposal of dredge spoils may be threatening the chinook salmon population in San Francisco Bay. In addition, if dredge disposal is no longer allowed at Alcatraz, another disposal site needs to be identified; this too is an issue of great controversy that, if it continues to stall dredging operations in the Bay, could result in a substantial loss of maritime business in the region.

Other City/Regional/Federal Regulatory Overview: Ambrose explained there are multiple arms of city government overview that make development of Port property challenging: a strong Mayor, Board of Supervisors, Commission form of government, Chief Administrative Officer. The Board of Supervisors has the right to initiate and adopt zoning amendments and rule on appeals of conditional use authorizations. The City Planning Commission has an unusual amount of power in the range of its authority: approves and amends the City's Master Plan which applies to Port

property; determines project consistency with the Master Plan; approves Planning Code and Zoning Map amendments. Northeastern Waterfront, Central Waterfront, and South Bayshore Plans all are included in the Master Plan and therefore need to be reviewed in the course of the Waterfront Plan process.

U.S. Army Corps of Engineers and Coast Guard enforce federal law established by the Section 404 of the Clean Water Act, River and Harbors Act relating to wetlands, bridges, dredging/fill, navigable waters and vessel traffic. The Regional Water Quality Control Board regulates water quality in the Bay region, mostly overseeing San Francisco Cleanwater operations, but also has an interest in Port-related discharges into the Bay.

Huerta again pointed out that, while the oral presentations highlight only a portion of the regulatory context within which the Port operates, it is the portion most likely to be examined during the Waterfront Plan process. There are many areas of conflict and which lack clarity, which may become valid planning questions during this process. Board should consider whether it wants to accept the regulatory context as a given, or redefine/refine it in the course of the planning process.

In response to question from Chair Tufts regarding relationship between the Port Commission and rest of San Francisco, Huerta described the relative autonomy of the Commission, which is appointed to fixed terms by the Mayor, instead of serving at the pleasure of the Mayor, particularly with respect to decision-making power over trust use issues. Generally speaking, zoning and Master Plan policy for Port property permits "purely-trust" (e.g. parks, fisheries, navigation-related) uses by right, and therefore do not require Board of Supervisors/Planning Commission review; land uses that are less than "purely-trust" uses (e.g. mixed-use development) usually do trigger Board and City Planning review. The Board, however, does have review authority of the Port's budget. The Board may make cuts but not increase the budget; budget cuts revert back to the Port reserve fund rather than the General Fund.

In response to question from Woeste regarding relationship between Waterfront Advivory Board and the Citizen Advisory Committee for the Embarcadero Replacement Project, Huerta indicated the Embarcadero CAC was formed specifically to examine replacement options for the Embarcadero Freeway. Huerta also noted that Port is a participant in that process. The Waterfront Advisory Board's charge to oversee implementation of the provisions of Proposition H is being approached in a much more formalized way, requiring formal appointment process for Board members (versus strictly volunteer participation on the part of Embarcadero CAC members); adoption of by-laws for the Board, etc.

5) Discussion of Proposition H and the draft work plan for the Waterfront Land Use Plan was continued to the next Advisory Board meeting (August 21, 1991).

Meeting adjourned at approximately 7:00 p.m.

SF
458
F1
8/21/91

DOCUMENTS DEPT.
AUG 14 1991
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION

W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Wednesday, August 21, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, August 21, 1991 at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting of the Waterfront Plan Advisory Board is as follows:

1. Approval of Minutes from Advisory Board Meeting of 8/6/91

2. Staff Report

3. Summary of Proposition H (Presentation by Staff)

4. Draft Work Program for Waterfront Land Use Plan (Presentation by Staff)

5. Map of Existing Land Uses; Status of Proposed Development Projects and Current Planning Efforts; and Review of Previously Proposed Development Projects and Plans (Presentations by Staff and Others)

   Area of Focus: Pier 23 to China Basin Channel

   Including Briefing on:

   1) Ferry Building Area
   2) Waterfront Transportation Projects
   3) Embarcadero Project (Freeway Replacement)
   4) Rincon Point-South Beach Redevelopment Plan
   5) Scandinavia Center International Cruise Terminal

6. Public Comment

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of August 6th will be available for public review as of August 14, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

* * *

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not want to receive future Waterfront Plan mailings, you can also call 274-0354.

GERRY ROTH
PUBLIC LIBRARY
DOCUMENTS DEPARTMENT
MCALLISTER & LARKIN
SAN FRANCISCO CA 94102

AUG 29 1991
SAN FRANCISCO PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES
Meeting of August 21, 1991

Attending Board Members: Chair Tufts, Vice-Chair Bierman, Boston, Cervantes, Chiang, Flanagan, Gallette, Gee, Herrera, Levine, McWilliams, Millet, Mix, Morrison, Moy, Moylan, Rodby, Rodriguez, Roth, Secchitano, Wallace, Woeste
Absent: Conley, Eschen, Hanson, McCarthy, Scott

Attending Port Staff: Huerta, Lung, Ambrose, Lai, Osmundson, Oshima

Guest Staff: Peg Divine, Chief Administrative Officer's Office; Douglas Wright, Mayor's Office; Michael Kaplan, Redevelopment Agency

Meeting commenced at approximately 4:40 p.m.

Administrative Matters: Minutes for the Board's last meeting of August 6, 1991 were adopted without amendment. Chair Tufts stated objective of ending Board meetings between 6:30-7:00; agenda items that cannot be addressed by then will have to be continued to the next meeting. No objection was raised by Board members; Rodriguez expressed desire to allow public comments no later than 6:30 to ensure the meetings would end on time.

Flanagan expressed concern that his question had not been recorded in the August 6th minutes regarding why property taxes paid by Port tenants are deposited into the City's General Fund instead of into the Port's budget, given the public trust requirements that proceeds from Port leases be spent for trust purposes. He indicated his understanding that, for example, the Port of Oakland collected taxes from Port tenants rather than the city and had the discretion to redistribute any of those revenues to the city. Chair Tufts directed staff to research Flanagan's inquiry, within the parameters of the Port of San Francisco's authority as established in the City Charter.

Staff Report: Huerta provided summary of issues related to dredging in San Francisco Bay in light of recent increased media attention. Explained dynamics of Bay currents and drainage patterns resulting in siltation requiring maintenance dredging to maintain ship access in Port of SF area. Port's 5-year maintenance dredging permit issued by the U.S. Army Corps of Engineers expired in 1990. Issuance of new permit has been stalled due to comments raised by the National Marine Fisheries Service (NMFS) that dredge deposits may reduce the amphipod population which is the main food source of the Chinook Salmon. Given the recent drastic decline in the salmon population, this issue may be subject to regulation

under the Endangered Species Act. The Port has biological studies underway to determine whether the Port's dredging has any impact on amphipods in order for the Corps to issue a new maintenance dredging permit to the Port. The study results are expected in about a week. PPort needs to dredge about 0.5 million cubic yards/year to meet current tenant requirements.

The Port and several environmental groups believe a more significant factor than dredge material disposal in the decline of the salmon population is increased diversion of upstream water in Shasta and Keswick Dams of the Central Valley Project. Two bills currently in the Congress (S. 484 - Bradley and H.R. 1306 - Miller) would authorize the federal Central Valley Project Act to add fish, wildlife and water quality protection to the list of Project purposes. Both the Cities of San Francisco and Oakland have gone on record to support these pieces of legislation.

In the meantime, regional studies are underway to determine long-range policy for addressing dredging, which will identify long-term disposal sites (e.g. bay vs. ocean vs. upland). Those decisions cannot be made until completion of the studies in 1994. If Port can obtain an interim maintenance dredging permit, it should not be adversely affected by the delay in adopting long-range dredging regulations (assuming those decisions are made within a reasonable timeframe).

Land Use Map: Lai presented a color-coded map of predominant land uses for piers & seawall lots in Port jurisdiction, as well as in neighborhoods adjacent to Port property. It is still in preliminary stages of preparation, but upon completion should be a useful resource to the Board. Levine suggested drawing in the Port jurisdiction line [which will be done]. Roth suggested drawing in location of MUNI Metro turnback [which would most likely be done in an overlay to the base land use map].

Planning and Development Proposals in Pier 23 to China Basin Channel Area:

Ferry Building: Huerta provided history of the building, description of the renovation proposal by Continental Development Corp., and conceptual objectives Port would like to achieve when if the building is eventually rehabilitated.

Ferry Building designed by A. Page Brown as the State Ferry Building and ferry depot. Even initial construction of the structure, completed in 1898, did not follow the full architectural design; over the course of time, the building was altered many times over.

The Continental Development Corportation proposal involved renovating the Ferry Bldg. to be occupied with retail and office use, requiring relocation of long-term tenants, new fill to extend east wall bayward, and included open central atrium and circulation network connecting directly to the Bay. Agriculture Bldg. proposed for renovation, with food hall & office uses and new location of World Trade Center (currently located in Ferry Building). Pier 1 proposed for office and 400 parking spaces. Reasons for project

failure: 1) couldn't meet parking requirement; 2) couldn't negotiate relocation of two long-term tenants (World Trade Club, Limbach Limbach and Sutton), and Port refused to exercise eminent domain; 3) marketing program for the project was unrealistic; given actual performance of the real estate market, project is not financially feasible.

Port's ultimate desire is to restore the Ferry Bldg. as a major transportation connection, and establish it as a major civic structure. Such scale of renovation would undo much of the past "improvements", and require major structural changes. For example, to accommodate a central atrium lobby would overlap with floor area for the two long-term tenants, the shaft of the clock tower and space occupied by the building's mechanical systems.

Other projects currently underway in the vicinity are ferry terminal improvements at Pier 1/2, where parking and vehicle circulation will be altered to facilitate access to the existing ferry pier, plus an additional ferry terminal. Funding provided primarily by FHWA, Caltrans, MTC, and S.F. Transportaiton Authority. Flanagan indicated the need for better covered waiting areas for passengers to protect them from the weather. In response to a question from Chair Tufts, Huerta indicated ferry ridership declined following repair of the Bay Bridge after the Loma Prieta earthquake, but has gradually been increasing since. Obstacles to greater ridership increases, however, are the lack of high-speed ferry boats, provision of passenger parking adjacent to ferry terminals. Ferry service providers are unlikely to provide such costly improvements without assurance that allows them to operate long-term; currently, subsidies provided by Caltrans for most ferry operators requires renewal every six months. Degree of ridership increases also will be affected by fares.

Waterfront Transportation Projects: Divine's presentation of the project addressed in project profile sheet distributed to the Board members and public. Additionally, Divine pointed out that pedestrian/bicycle improvements included as part of the project would implement the regional Bay Trail plan (which objective is to provide public access around the perimeter of the Bay). Funding deadlines in large part dictate the construction schedule; during construction, the objective is to maintain two lanes of traffic at all times.

The Embarcadero Replacement and Embarcadero Pedestrian Projects: See project profile sheet for the project, which contains most of the facts provided in Wright's presentation. Current work plan for the project is to secure a transportation consultant by the end of the year to produce information to help develop alternatives and for use in the EIR required. EIR projected to be completed around September 1992; optimistic completion date for project implementation is 1995. Also, $250,000 in S.F. Transportation Authority funds has been allotted for urban design consultants.

Rincon Point-South Beach Redevelopment Plan: See project profile sheet for description of project. Total project completion target in 1995-96, whereupon Port properties will be returned to Port control. Kaplan also added that Pier 40 was originally proposed

for office development, which was aborted in light of BCDC requirement to stipulate only water-related uses for projects requiring new fill. Thus, Agency proposed hotel use, which of course was rejected via passage of Proposition H in November 1990.

Scandanavia Center: See project profile sheet for details of the project, as presented by Osmundson. After confirming the project includes a pedestrian skybridge over The Embarcadero, Roth indicated (though not specific to the Scandanavia Center project) that the appropriateness of skybridges should be considered in the Waterfront Plan process.

Past Projects: Lung provided an overview of past planning and development proposals in this stretch of the waterfront, indicating there have been numerous projects. The fact that they did not come to fruition, many times due to increasing regulatory restrictions, underscores the challenge facing the Waterfront Plan Advisory Board of developing a plan that can be implemented.

1969-1970: The Northern Waterfront study adopted by the Planning Commission did provide for substantial development opportunities. At that time, the Transfer Agreement pursuant to the Burton Act required the Port invest $100 million in new marine terminals, which prompted the Port to solicit proposals for commercial development on the waterfront; revenues from those developments would be applied toward the $100 million obligation.

1970-1971: Development proposals considered included the 550-foot U.S. Steel office building and Ford auto dealership center proposed for Piers 14-24; both projects would have required filling all the water area between. Also, proposal for "Ferry Port Plaza" for Piers 1-7 called for 1200 room hotel, 125 foot high office buildings. Such proposals touched off debate on height limits in the waterfront: Port argued for 550' limits or no height limits; some in general public argued for 40'; City Planning staff argued for 84' overall, with 175' in certain areas (Board of Supervisor ultimately adopted base limit of 84', with 175' in certain areas). In late 1970, State Attorney General issued opinion that prohibited bay fill for "non-water-oriented" uses, which killed office and auto dealership proposals. In 1971, Burton Act amended to reduce Port's obligation from $100 million to $25 million.

1971-1978: This period mostly occupied with planning studies leading to adoption of Northeast Waterfront Plan in the city's Master Plan and the BCDC Special Area Plan. During this time, the height limit on piers was reduced to 40'.

1980-1989: Much of this period marked by progressively restrictive State Attorney General opinions limiting development at a time when real estate development in the rest of downtown San Francisco was booming. Legal opinions basically prohibited new commercial offices (though maritime-related offices were allowed under certain circumstances), health clubs and residential development on public trust property; and suggested that projects requiring

substantial construction on pier structures that pre-dated BCDC's establishment were defined as adding new fill to the Bay, therefore allowing BCDC to restrict new uses on those piers to water-oriented uses. In large part, these legal interpretations killed a number of development proposals considered by the Port (e.g. offices on Piers 1 1/2,3,5; offices and health clubs proposed for Seawall lot 321). In 1987-1988, Port received an unsolicited proposal for an international yachting center to host the Americas Cup race on Piers 24-26. Subsequently, Port issued an RFP and received three proposals. Though the original yachting center proposal was one of them, the Port Commission selected the Koll sponsored Sailing Center consisting of a 107-berth harbor, 170 room hotel, office, retail and exhibition space. In 1988, Port also received an unsolicited proposal for the Scandanavia Center, which included a hotel on Piers 30-32.

1990-1991: After entering into a development memorandum with Koll, the Port Commission issued an RFP for Piers 30-32 in September 1990. In spite of Port Commission resolution passed in May 1990 limiting to two developments the number of hotels that could be built on piers, public opposition to hotels launched Proposition H campaign that was passed by the voters in November 1990. Shortly thereafter in 1991, Koll terminated their development memorandum for the Sailing Center, and the Scandanavia Center project was revised to locate the hotel on Seawall lots 329 and 330 to comply with Proposition H's hotel prohibition on piers.

Public Comment: Michael Levin, member of Embarcadero CACEP, stated people should not be disappointed that the Continental proposal to renovate the Ferry Building was not successful. Even though it would have added certain improvements, it would have required removal of many of the remaining historic features of the building.

Chair Tufts instructed staff to look into possibilities for larger meeting room accommodations for the Advisory Board meetings, in light of the large number of people in attendance and the limited seating area.

Meeting adjourned at approximately 7:00 p.m.

8-21AdvBMinutes

SF
58
1
3/91

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Tuesday, September 3, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, September 3, 1991 at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting of the Waterfront Plan Advisory Board is as follows:

1. Approval of Minutes from Advisory Board Meeting of 8/21/91

2. Staff Report

3. Summary of Proposition H (Presentation by Staff)

4. Draft Work Program for Waterfront Land Use Plan (Presentation by Staff)

5. Review of Current Development Projects and Plans (Presentations by Staff and Others)

   Area of Focus: Waterfront Area South of China Basin Channel

   Including Briefing on:

   A) Mission Bay
   B) Proposed South Bayshore Plan
   C) Hunters Point Naval Shipyard
   D) Islais Creek Restoration
   E) North & South Container Terminal Expansion Plans
   F) Pier 98 Wetlands/Public Access Project

DOCUMENTS DEPT.
AUG 29 1991
SAN FRANCISCO
PUBLIC LIBRARY

6. Public Comment

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of September 3rd will be available for public review as of September 11, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not want to receive future Waterfront Plan mailings, you can also call 274-0354.

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of September 3, 1991

Attending Board Members: Chair Tufts, Vice-Chair Bierman, Boston, Cervantes, Chiang, Conley, Eschen, Flanagan, Gallette, Gee, Hanson, Herrera, McCarthy, Millet, Mix, Morrison, Moylan, Rodby, Rodriguez, Roth, Scott, Secchitano, Wallace,
Absent: Levine, McWilliams, Moy, Woeste

DOCUMENTS DEPT.
SEP 13 1991
PUBLIC LIBRARY

Attending Port Staff: Huerta, Lung, Ambrose, Lai, Peters, Oshima

Guest Staff: George Williams, Department of City Planning

Meeting commenced at approximately 4:40 p.m.

1) Administrative Matters

Minutes for the Board's last meeting of August 21, 1991 were adopted without amendment. Chair Tufts asked for suggestions from Board members regarding alternate meeting locations in the event the Port Commission meeting room cannot accommodate all attendees of the Advisory Board meetings. Staff was looking into the Telegraph Hill Neighborhood House for the next Board meeting, and therefore reminded Board members to double check meeting location on next Board meeting agenda. Hanson suggested Apostleship of the Sea facility at Harrison/Fremont Sts. as other possible meeting location.

2) Staff Report

Huerta provided the Advisory Board a description of a Board of Supervisors resolution, adopted 9/3/91, urging the Port Commission to adopt a seven point plan to support the ship repair industry in San Francisco. The seven points of the program are 1) Port funding of environmentally safe maintenance dredging for ship repair activities; 2) fee concessions by the Port for carriers that perform ship repair; 3) Port provision of a training center facility and matching funds for shipyard training programs; 4) Port expenditure of $100,000 toward ship repair business development; 5) free wharfgage provided by the Port to ships involved in ship repair; 6) rent reductions provided by the Port to ship repair companies leasing port property to offset capital expenditures made by ship repair companies; and 7) exemption of ship repair businesses from City payroll taxes (this item is outside the Port's jurisdiction and requires passage of an ordinance by the Board).

Huerta invited Board members to a roundtable discussion with U.S. Senator John Seymour on September 5th, sponsored by the California Council for International Trade, to address international trade and investment issues, including the dredging issue affecting the Ports of Oakland and San Francisco.

In response to questions from Flanagan raised at 8/21 Board meeting regarding the possessory interest tax paid by Port tenants, Ambrose indicated the Port would be filing a formal request for a City Attorney opinion, and requested Flanagan put his specific concerns in writing to the Port to ensure the opinion is responsive to his questions. Flanagan indicated he already has done so in a letter to the State Attorney General, with copies to Huerta, Tufts, as well as the Board of Supervisors.

3) Proposition H

Main provisions of Proposition H: 1) bans hotels in the waterfront area that is coterminus with BCDC's 100 foot shoreline band and Shoreline Guidelines in the Recreation and Open Space Element of the City's Master Plan; thus hotel development is not prohibited on all Port property (e.g. seawall lots); 2) establishes criteria for defining "maritime", "acceptable non-maritime" and "unacceptable non-maritime" uses to be included in the waterfront land use plan 3) calls for preparation of a waterfront land use plan and prohibits unacceptable non-maritime development until such a plan is adopted; maritime and certain itemized acceptable non-maritime development is not prohibited by the moratorium.

Questions surrounding validity of Prop H were included in litigation over the Pier 39 Underwater World project. Plaintiffs argued Underwater World had not obtained all final City permits, and thus could not be grandfathered from Prop H requirements, which otherwise would prohibit the project until land use plan completed. Counter arguments asserted that Prop H was not valid for several reasons, including that the Port, under State authority, could not be controlled by local initiative measures. Superior Court ruled that Underwater World had obtained all necessary final permits and therefore was not subject to Proposition H. Court also concurred that Port was not subject to mandates by local initiatives. However, the initiative did have standing on the hotel ban, since hotel development on Port property requires conditional use review under control of the City Planning Commission and Board of Supervisors, both of which are subject to local initiateive. On the matter of the moratorium on non-maritime development, pending adoption of the waterfront land use plan, the Court agreed the ban could be sustained until completion of the plan, however it could not remain effective during the period in which the completed plan was being considered for formal City adoption. The Court stated that, while an initiative can adopt a provision of law, it cannot direct another agency to adopt the measure.. The Court did not define what constitutes "completion" of the plan, thus leaving a grey area on this issue.

Chair Tufts questioned whether an appeal of this decision is likely, since Superior Court decisions have no precedential value. [The following information was learned after the 9/3/91 Board meeting and supercedes Ambrose'statements at the Board meeting.] An appeal has been filed on the Underwater World project; however, whether the validity of Proposition H is again raised is unknown at this time. Appeal briefs are due to be filed in the next couple of months.

4) Waterfront Plan Work Program

Lung explained the conceptual work program for the Waterfront Plan (see work program flow chart for the Waterfront Plan). More detailed, task-level programs will be provided on an ongoing basis to the Board. Conceptual work program consists of three simultaneous processes: 1) public participation program; 2) development of the plan itself; 3) environmental review. The public participation process will be ongoing through all phases of the planning process; the environmental review process also will be coterminus with the planning process.

The planning process is made up of three phases of work. Phase I is to identify water-dependent industries, and the goals, needs, issues and alternatives for accommodating each. Analyses of those industries will include an assessment of what types of support services (land, infrastructure, and other) would be required; whether there are legal, public access and other issues associated with their operation; and whether they are financially self-supporting. Port staff will rely on existing information to the extent possible. Port already has retained Manalytics, Inc. to research existing industry forecasts (using funds leftover from a previous contract). Alternatives for water-dependent industries will be tested using a financial model.

After preliminary findings from the Phase I work, Phase II will apply the same approach of assessing goals, needs, issues and alternatives to accommodate non-water dependent uses. Preferred alternatives will be derived following an analysis of land, infrastructure, legal, public access, environmental and other issues before being tested for economic feasibility.

In Phase III, Phase I and II findings are combined to identify conflicts/incompatibilities that must be resolved. Objective is to arrive at a mix of land uses that enable the Port to meet as many of the goals identified in Phases I & II in the context of a financially viable plan. Alternative financial strategies should also be addressed in Phase III. Optimistic schedule projects an 18 month period to complete the three phases of work; such a timeline can be achieved only with timely acquisition of staff and consultants, and more importantly, achieving early public concensus. Once a draft plan is agreed upon by the Port, it will proceed through the approval process, including review by the City Planning Commission, Board of Supervisors, BCDC.

Staff proposes to keep Advisory Board closely involved in all phases of work, reviewing and commenting on analytical assumptions and approach, before reaching preliminary conclusions. Port staff maintains close coordination with other city agencies and planning efforts. Port has established an Interagency Waterfront Planning Committee comprised of senior staff at City Planning, Public Works, CAO, BCDC, Redevelopment Agency, Mayor's Office, Parking and Traffic. Port also participates in Citizen Advisory Committee meetings for other planning projects such as the Embarcadero, Hunters Point Shipyard, and Fishermans Wharf and Rincon Point-South Beach.

Rodriguez aksed if the Board could receive detailed information on the Port's revenues and expenditures. Lung indicated this will be provided during Board presentations on the Port's Strategic Plan in October.

Morrison questioned whether container cargo forecasts prepared to date (for the BCDC/MTC Seaport Plan) will be updated or supplemented in this planning process. Lung indicated staff is not sure now, but it is possible that further analysis will be required for forecasts of other maritime industries. Huerta added that a full range of SF-specific container cargo forecasts were prepared in 1989, separate from the Seaport Plan forecasts (by the same consultant). Lung indicated that all forecast information will be circulated to the Board for review and asked Board members to assist staff in obtaining input from industry experts on the validity of the forecasts.

5) Current Development Projects and Plans

Mission Bay: Project presentations given by Williams and Lung. See project profile sheet for overview description of the project. Among the stickiest planning issues for this site mostly owned by Catellus Corp., the project sponsor , were the juxtaposition of the wetland habitat and residential uses adjacent to Port backland and H & H Ship Service between Third and China Basin Streets, south of the mouth of China Basin Channel; finding a balance among housing , open space, commercial and Port uses, and transit access and supporting facilities; and unstable soil and high potential for hazardous materials/waste contamination of the site.

Lung summarized Mission Bay issues directly related to the Port. State Lands Commission prohibits housing on public trust land, on which Catellus proposed to build housing; however, the Burton Act provides for exchange of public trust property for other property of equal or higher value. Catellus purchased a 35 acre site adjacent to the Port's container terminal at Pier 80, to exchange for the 15 acres of Port on which Catellus proposes housing development in Mission Bay. Another Port property in Mission Bay designated for open space in the Mission Bay

Plan will be leased to Catellus for $2 million per year for 30 years, but will be permanently maintained as open space and thus not available to the Port for other revenue-producing uses. Further protections for continuing Port activities adjacent to this new residential neighborhood include Catellus agreement not to sue and deed requirements to disclose existence of industrial uses adjacent to Mission Bay housing. Other major Mission Bay issue affecting Port operations is rail access to Piers 48 and 50 in Mission Bay and to Pier 80 North Container Terminal south of Mission Bay. Catellus agreed to build an alternate route within Mission Bay, or pay towards the Port's preferred, more direct rail access bridge over Islais Creek between the North and South Container Terminals.

Lung noted other proposals by Mission Creek Harbor Association and Mission Creek Conservancy to provide public access and environmental improvements to restore the southern bank of Mission Creek with native vegetation.

Rodriguez asked what are potential problems having H & H Ship Services adjacent to planned new housing. Huerta noted that H & H is currently under State Health Service permit review, which could result in modification of those operations, including measures to buffer them from residential population. Locating wetlands and open space between H & H operations and rest of Mission Bay development also would help establish a buffer. Eschen questioned whether Third and Fourth Street bridges would be modified to increase traffic capacity, as they already are constraints on local traffic circulation. Huerta and Williams indicated no change has been planned for either of these structures, both of which must be retained as drawbridges; furthermore, Third Street Bridge has recently been designated a City Landmark. Limiting bridge operation to minimize traffic disruptions would require approval from the U.S. Corps of Army Engineers and U.S. Coast Guard. A new bridge over China Basin Channel would be built as part of Mission Bay, near Owens Street, although it probably would not offset traffic problems on Third and Fourth Streets.

Hanson stated neighboring residents do complain about disruptive activities associated with ship repair operations. Thus, alternative land uses should be considered for Pier 50. Huerta noted consideration has been given to the possibility for relocating ship repair business from Pier 50 to Hunters Point Shipyard.

Williams provided a brief overview of the ballpark proposed adjacent to Mission Bay, noting building height, transportation/traffic circulation, and financing issues that needed to be overcome, notwithstanding rejection of the proposal by S.F. voters.

South Bayshore: Williams provided overview; see project profile sheet for description of uses. Objectives of proposed plan are to preserve existing mix of industrial, commercial, housing uses in most of the plan area, with housing production targeted for Candlestick Point Perimeter and Bayview Hill; and commercial revitalization along Third Street. Issues related to Port concerns are potential incompatibility between new residential development and industrial uses (which may support Port activities), including those that may be planned for Hunters Point Shipyard.

Hunters Point Shipyard: Williams provided presentation; see project profile sheet for status of project to date. U.S. Representative Pelosi's legislation allows City to lease the shipyard. Navy willing to consider City takeover of property management operations; however, City will not assume lease of property until the shipyard and surroundings are freed of toxic contamination. In the short-term, City plans to accommodate industrial businesses displaced from other areas of the city (e.g. Mission Bay) and incubator businesses. Long term planning requires identifying alternative (often competing) land use programs to analyze tradeoffs in order to

derive a combination that best meets the objectives of generating jobs, services and community acceptability. Possible maritime uses include container and ship repair terminals, since water depth ranges from 40 to 70 feet (although maintenance dredging still likely to be required). Port participates in the planning effort along with other City agencies. Port does not currently have any jurisdiction over the shipyard, although it may be subject to the public trust.

Islais Creek: Entertaining presentation provided by Board member Robin Chiang. [A project profile sheet describing project and history is available as of September 11th from Port staff.] Proposal to rehabilitate banks of Islais Creek (in the area near Third Street) sponsored by Friends of Islais Creek, by coordinating with existing industrial businesses, and three public agencies pursuing projects in the area: MUNI; S.F. Cleanwater Program; and Caltrans. Program includes attempts to provide wetlands area on south side of creek, and fishing, boating and viewing areas on north side. While there is no intent to return the area to a natural state (due to recognized need to coexist with industrial use of the area), Islais Creek currently does support herring and anchovy hatching. Currently, project awaiting determination as to whether toxics testing will be required before the project can be pursued.

Discussion of meeting agenda items 5E and 5F, the North & South Container Terminal Expansion Plans and Pier 98 Wetlands, respectively, was continued to the next Advisory Board meeting on September 18, 1991.

6) Pubic Comment

- Ruth Gravanis, Joint Open Space Committee, Golden Gate Audubon Society, Sierra Club: Pleased that Mission Bay includes a wetland, however stated concern that south side of China Basin Channel, currently a wildlife habitat, may be lost due to city resistance to allowing the project (and the Islais Creek restoration project) to proceed without financial guarantees for toxics cleanup that might be necessary. Also noted other wetland opportunity along south edge of Hunters Point Shipyard, a more extensive area than that shown in the Recreation and Open Space Element of the City's Master Plan. Indicated there are no inherent incompatibilities between public/visual access and maritime activities; in fact, maritime industry may find expanded support from the open space advocate community.

- Art Feinstein, Golden Gate Audubon Society: Would like the Advisory Board to reconsider the three minute public comment limit, as education regarding the value/importance of wetlands is important. His and Gravanis' groups are available to provide a presentation to the Board on wetlands (for which Moylan expressed his desire to see). Feinstein also expressed a concern that the proposed wetland for the Candlestick Point State Park needs to be buffered so that it is not directly abutted by new residential development as proposed in South Bayshore Plan. Chair Tufts clarified the Board's policy of the three minute limit, noting that the Chair had the perogative to allow longer comments periods to ensure Board gets the benefit of hearing from the public.

- Margaret Verges, District 7 Democratic Committee, Espanola Jackson/New Bayview Committee, Native American interests: Claimed there has been inadequate notice of the Advisory Board meeting. Stated that the negative declaration issued for the South Bayshore Plan proposal has been appealed due to omission of impacts of redeveloping Hunters Point Shipyard. Opposes housing promoted in Candlestick Point Perimeter and Bayview Hill, which are Native American burial grounds. Complained there are no Native American representatives on the Waterfront Plan Advisory Board nor the Citizens Advisory Committee for Hunters Point Shipyard. Verges and her colleague videotaped the entire Advisory Board meeting, a copy of which she stated they would be willing to provide to the Advisory Board. Chair

Tufts stated he would like to discuss with the Board whether there should be a policy for allowing videotaping of the Board meetings. Tufts also indicated that in spite of the fact there are no Native Amercians on the Advisory Board, the Board wants issues of concern to be brought to their attention so that it may receive appropriate consideration in the planning process.

Meeting adjourned at approximately 7:00 p.m.

F
58
1
18/91

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

DOCUMENTS DEPT.
SEP 1 1 1991
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Wednesday, September 18, 1991, 4;30 p.m.
(PLEASE NOTE LOCATION OF MEETING TO REMAIN AT THE FERRY BUILDING)

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, September 18, 1991 at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting of the Waterfront Plan Advisory Board is as follows:

1. Approval of Minutes from Advisory Board Meeting of 9/3/91

2. Staff Report

3. Review of Current Development Projects and Plans
(Presentations by Staff and Others)

Waterfront Area South of China Basin Channel
A) North & South Container Terminal Expansion Plans
B) Pier 98 Wetlands/Public Access Project

Northern Waterfront Area
C) Fisherman's Wharf Master Plan and Zoning Amendments
D) Seafood Center
E) Underwater World (Pier 39)

4, Public Comment

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of September 18th will be available for public review as of September 24, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not want to receive future Waterfront Plan mailings, you can also call 274-0354.

Agd8-21

PORT OF SAN FRANCISCO
FERRY BUILDING • SAN FRANCISCO, CALIFORNIA 94111

SHIP

Port Of San Francisco

SAN FRANCISCO SEP 10 '91 CALIF

U.S. POSTAGE .29

GERRY ROTH
PUBLIC LIBRARY
DOCUMENTS DEPARTMENT
MCALLISTER & LARKIN
SAN FRANCISCO CA 94102

SF
P58
#3
9-18-91

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

DOCUMENTS DEPT.
SEP 27 1991
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of September 18, 1991

Attending Board Members: Chair Tufts, Vice-Chair Bierman, Boston, Cervantes, Eschen, Gallette, Gee, Herrera, Levine, Millet, Mix, Morrison, Moy, Moylan, Rodby, Roth, Wallace, Woeste
Absent: Conley, Flanagan, Hanson, McCarthy, McWilliams, Rodriguez, Scott, Secchitano, Chiang

Attending Port Staff: Huerta, Lung, Ambrose, Peters, Cook, Wyman, Oshima

Guest Staff: George Williams, Department of City Planning

1) Administrative Matters

Chair Tufts acknowledged this meeting fell on Yom Kippur, and noted in the future that staff would try to avoid conflicts between Advisory Board meetings and major holidays/observances. Tufts noted distribution of updates on telephone list for the Board members, partial update on biographical summaries of Board members. Tufts noted recent information since the last Advisory Board meeting that was incorporated into the 9/3/91 meeting minutes, regarding appeal litigation filed for the Underwater World project as it potentially raises Proposition H issues. Meeting minutes were adopted without amendment.

2) Staff Report (Huerta presented all staff report items)

Board was informed of 9/18/91 column in the S.F. Examiner Business Section about Pat Flanagan's inquiry to the State Attorney General regarding why possessory interest taxes paid by Port tenants were deposited into the city's General Fund instead of reverting back to the Port, as called for in the Burton Act.

Agenda for next Advisory Board meeting on 10/1/91 will include an in-depth review of the Port's Strategic Plan. Board members were requested to bring their copies of the Strategic Plan to that meeting to facilitate presentation of that information.

For the Advisory Board meeting of 10/16/91, there will be a boat tour of the waterfront, reviewing all areas that have been discussed over the past three meetings. The tour will be free of charge, thanks to Board member Marina Secchitano who arranged with the Inland Boatmen's Union and Crowley Maritime to obtain boat operators free of charge, and a signficant discount on boat rental costs. The tour will be open to the public, as space permits, and Board members were invited to contact community groups who might have members particularly interested in taking advantage of the tour. Port staff will need a headcount in advance to make arrangements for the boat size required; Board was requested to inform staff how many people each member would bring by the next meeting on October 1st. Board members and the public were encouraged to use the 24-hour voicemail phone number, 274-0354, to convey the number attending.

Board members and public received a copy of a letter from the Pacific Railroad Company opposing abandonment of the Belt railroad north of China Basin Channel. Huerta explained Port Commission adopted a resolution approving the abandonment, given there has not been demand for Belt R/R service in this area for several years,

and because Waterfront Transportation Projects and the Delancey Street project have effectively precluded opportunity to provide service in the future; both projects occupy portions of the Belt R/R right-of-way.

On 9/16/91, there was an accident at Pier 96 resulting in the death of a contractor hired to salvage parts stored in a terminal there. Contrary to initial media reports that a container crane collapsed, no Port-owned equipment nor any Port employees were involved in the accident.

3) Current Plans and Development Projects

North and South Container Terminal Expansion Plans (Piers 80, 94, 96): (See Project Profile summary hand-out.) Cargo projections indicate that future growth will be in containerized cargo rather than bulk, or break bulk. Last year's new contract between the Port and Nedlloyd Lines resulted in substantial increases in container cargo that on some days exceed existing operating capacity of the North Container Terminal. Port is pursuing several improvements for the container terminals that, together with existing Intermodal (ship-to-train) Container Terminal Freight (ICTF) facilities, would greatly increase throughput capacity:

- Modification of two Southern Pacific tunnels to accommodate trains with double stacked containers, which would involve installing one track through the center of the tunnel, where there is adequate clearance; this modification still would allow existing twin tracks to be retained for use by Peninsula Commute Service. SP will not proceed on improvements until it is determined that the Peninsula Corridor Study Joint Powers Board can acquire the right-of-way; that decision could occur by the end of 1991. If this occurs, tunnel modification could be completed in early 1993.
- Highest priority improvement for North Container Terminal is leveling floor of terminal to enable larger, more flexible storage area for high volume Nedlloyd container off-loadings, at a cost of about $ 7-8 million. Other improvements planned for north terminal are conversion of adjacent former Western Pacific property acquired through Mission Bay land exchange, and acquisition and conversion of adjacent Burns property for expanded container terminal operations, storage, truck queueing, and services; costs of such conversions are as yet unknown. To serve expanded container activity, a program to increase the number of truck gates and container cranes also has been identified at an estimated cost of $30 million.
- Improvements for the South Container Terminal includes expanding operational area, construction of an Illinois Street rail and truck access bridge exclusively for moving container cargo, and modifications to straighten rail track lead to the SP Mainline.
- In response to questions from Levine and Moylan, if acquisition and conversion of Burns and former WP property is completed to expand North Container Terminal operations (which is supported in the MTC/BCDC Seaport Plan), there are potential negative impacts on wetland habitat. Covering the costs associated with these improvements will rely on increasing revenues, which together with other cost cutting measures, would allow the Port to seek financing for other improvements.

The Port has a Lighter Aboard Ship (LASH) terminal at Pier 96, built in 1971, which can accommodate transferring cargo from the terminal onto LASH barges for water transport to cargo destination. While widely practiced in areas with water-dependent transportation systems (e.g. Mississippi River), it was not successful in SF, where cargo is delivered by freeway or rail to its destinations.

Pier 98: (See Project Profile summary hand-out.) Proposals for the Southern Crossing bridge and a wave suppressor for Pier 96 were basis for bay fill that now constitutes the Pier 98 area. Port now in process of seeking approval from several

government agencies, including the Regional Water Quality Control Board and BCDC, of a plan that caps a portion of the area to prevent leaching of low-grade toxic contaminants in the fill, and provides an improved wetland habitat. Even if this mitigation proposal is approved, remaining questions to be resolved will be what are appropriate public access uses for the upland area (e.g. active recreational areas which some believe are needed, or passive recreation area that's more compatible with wetlands/wildlife).

Fisherman's Wharf Plan: (See Project Profile summary hand-out.) Proposed policies for Fisherman's Wharf grew out of a citizen planning effort in 1987. Although City's fiscal constraints terminated consideration of designating the area a redevelopment plan area for its tax increment benefits, many of the proposed policies are still being pursued (although without implementation timelines). Some of the policies will still require further planning and feasibility analysis to determine how they could be implemented. In spite of the uncertainty regarding policy implementation, Williams pointed out the value of articulating such policy objectives, some of which have been implemented as part of government approvals of private development projects or other public works projects. For example, public access improvements encouraged in the Plan for the arch at Pier 43 1/2 were included as conditions of approval for the Underwater World project. Similarly, the F-line extension and a package of traffic circulation and bus re-routing improvements identified through the master planning process were incorporated into the planning and design of the portion of the Waterfront Transportation Projects affecting Fisherman's Wharf, which has been approved for implementation.

Seafood Center: (See Project Profile summary hand-out.) Estimated construction cost for the original Seafood Center proposal was $26 million. Pre-earthquake plans were to construct the harbor first, using $3 million of Port funds. Post-earthquake conditions shifted priority to repair of structural/seismic damage to Pier 45, at a projected cost of $13.4 million. Repairs will include modern sewer and utilities serving Pier 45 and more efficient fish handling facilities. The objective is to complete the repair work as quickly as possible to enable pre-quake tenants, who have been displaced, to have the opportunity to return to Pier 45. In light of the unanticipated cost associated with this repair project, funding of Seafood Center as originally conceived is now uncertain. Planning now underway to identify how that project should now proceed.

The Seafood Center project is not the first proposal to be considered for Pier 45 and the Hyde Street Pier. Several other proposals have been considered in the past linking these two sites. Through the 1980's, residential development was considered for Pier 45, with the intent of generating revenues to fund the construction of fish handling and berthing facilities at Hyde Street Pier. A State Attorney General's determination in 1984 that residential development was not a trust use terminated that proposal. In 1986-87, Port Commission considered a mixed use complex for Pier 45 containing a hotel, festival hall for public events, public access improvements and space for maritime office and institutional uses,again with the intent of generating revenues to pay for a modern commercial fishing facility at the Hyde Street Pier. However, in response to public opposition to the hotel, displacement of fish handlers, and the prospect of increased commercial competition from new commercial development, that proposal also was aborted.

Underwater World: (See Project Profile summary hand-out.) This project provides a good example of the difficulty in obtaining approvals for waterfront development projects, and sensitivity of design issues. Conditional use review process by the Planning Commission and design review process by BCDC together took almost 1 1/2 years, resulting in a number of conditions to facilitate transportation access, ticket subsidies for certain populations and public access. In addition, BCDC

design review process largely focussed on maximizing bay views down the central corridor of Pier 39, requiring alterations in siting of Building Q as well as in architectural design.

4) Public Comment

There were no public comments.

Meeting was adjourned at approximately 7:00 p.m.

SF
458
1
1/1/91

DOCUMENTS DEPT.

SEP 2 5 1991

SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Tuesday, October 1, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, September 18, 1991 at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting of the Waterfront Plan Advisory Board is as follows:

1. Approval of Minutes from Advisory Board Meeting of 9/3/91

2. Staff Report

3. Staff Presentation of the Port's Strategic Plan

4. Public Comment

* * *

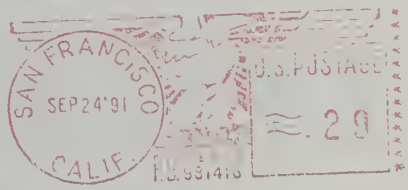
PLEASE NOTE THE WATERFRONT PLAN ADVISORY BOARD MEETING ON WEDNESDAY, OCTOBER 16, 1991 WILL BE A BOAT TOUR OF THE WATERFRONT. IN ORDER TO ACCOUNT FOR BOARDING TIME AND TO ASSURE THERE IS A SUFFICIENT AMOUNT OF DAYLIGHT FOR THE TOUR, THE MEETING TIME IS PROPOSED TO BE MOVED FROM 4:30 P.M. TO 3:00 P.M. THE ADVISORY BOARD WILL MAKE THE FINAL DECISION ON THE START TIME FOR THE TOUR AT ITS OCTOBER 1ST MEETING. THE BOAT WILL DEPART FROM PIER 1/2, IMMEDIATELY NORTH OF THE FERRY BUILDING.

ADVISORY BOARD MEMBERS, MEMBERS OF THE GENERAL PUBLIC AND CITY STAFF WISHING TO ATTEND ARE REQUESTED TO RSVP, BY CALLING THE 24-HOUR VOICEMAIL NUMBER FOR THE WATERFRONT PLAN, (415) 274-0354, BY OCTOBER 4, 1991, AND PROVIDING YOUR NAME, DAYTIME PHONE NUMBER, AND THE NUMBER IN YOUR PARTY. PLEASE ALSO CALL THIS NUMBER AFTER OCTOBER 1ST TO FIND OUT WHAT THE DEPARTURE TIME WILL BE.

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of October 1st will be available for public review as of October 9, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not want to receive future Waterfront Plan mailings, you can also call 274-0354.



SHIP VIA

Port Of San Francisco

GERRY ROTH
PUBLIC LIBRARY
DOCUMENTS DEPARTMENT
MCALLISTER & LARKIN
SAN FRANCISCO CA 9[illegible]

SF
958
2
11/91

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of October 1, 1991

Attending Board Members: Chair Tufts, Vice Chair Bierman, Boston, Cervantes, Conley, Eschen, Gallette, Gee, Herrera, Levine, McWilliams, Mix, Morrison, Moylan, Roth, Scott, Secchitano, Viera, Wallace
Absent: Flanagan, Hanson, Mccarthy, Millet, Moy, Rodby, Rodriguez, Woeste

Attending Port Staff: Huerta, Lung, Ambrose, Lai, Oshima

DOCUMENTS DEPT.
OCT 9 1991
SAN FRANCISCO
PUBLIC LIBRARY

The meeting commenced at approximately 4:40 p.m.

1) Administrative Matters

Waterfront Boat Tour: Board decided the tour should begin at 3:00 p.m., therefore constituting a Special Meeting of the Advisory Board. Departure will be be from Pier 1/2. Passengers should wear comfortable clothes and soft-soled shoes for the tour, which will last approximately two hours. Levine indicated she could not start at 3:00 and requested the boat make a stop back at Pier 1/2 midway through the tour for people to take advantage of half the tour. The mid-point stop will be provided. In addition, Levine requested the tour start with the northern half of the waterfront; Chair Tufts left this to the discretion of the staff in preparing the tour presentation.

Meeting Schedule: Board determined there was no problem with holding the Advisory Board meetings scheduled for November 5 and December 3, even though those dates coincide with election day and the mayoral run-off election day.

Future Agenda: Chair Tufts reviewed agenda for the next two Advisory Board meetings. On November 5th, staff will present the capital plan and budget for the Port; on November 20th, Board members will engage in a discussion of the orientation information provided them so far to identify additional areas that need to be addressed, and issues that have emerged that need to be incorporated into the Waterfront Plan process.

Minutes of last Board meeting on September 18, 1991 were adopted without amendment.

2) Strategic Plan of the Port of San Francisco (Presentation by Huerta)

Purpose of the Strategic Plan, commenced in 1989, was to develop a direction for the Port, which up until then had been operating without a clear set of priorities and goals. The basic question addressed whether the Port of San Francisco should aim to be a strictly maritime port, or whether it should pursue other options, such as development of property for comercial uses and public recreation. Completion of the Strategic Plan produced a mission statement and eight broad implementing goals, which indicated the Port should continue to promote growth of shipping and water-dependent industries, but balance it with public access and some commercial development. Above all, the uses must be well-planned and integrated.

Mission Statement: "Responsible for Creating a Balanced and Diverse Waterfront Everyone can be Proud of, Mindful of Tradition While Looking Toward Tomorrow."

Goals: 1) Committed to attracting increased shipping and international trade; 2) Financially sound and resourceful; 3) Responsive to customers and the public; 4) Committed to development of water-dependent industries; 5) Providing economic benefits; 6) Enhancing organizational efficiency, effectiveness and employee participation; 7) Achieving integrated and well-planned development; 8) Providing public access and recreation.

The Strategic Plan was prepared with the assistance of a consultant, Cresap Inc.; Port management felt it important to involve an objective third party to ensure the Strategic Plan addressed difficult issues that the Port might otherwise be tempted to avoid. However, the Strategic Plan process also involved Port staff, Port Commissioners, industry representatives, and the general public in an Advisory Panel, focus groups, interviews to address needs of all Port stakeholders.

(See Strategic Plan summary document distributed to Advisory Board and general public.) Strategic Plan presented in four parts: Internal Conditions (Phase I), External Conditions (Phase II), Land Use Options (Phase III), and Marine Cargo (Phase IV).

Examination of internal conditions identified 1) Port's lack of a clear mission; 2) Port has substantial expenses, many of which are relatively fixed or not easily avoided; 3) many of those expenses go to the City's General Fund for city services and overhead; 4) meeting Port's expense obligations in light of limited Port revenues yields little revenue surplus; 5) ten percent of Port's revenue is derived from interest earned on unused bond funds, which won't be available once Port spends those bonds on capital improvements (the Port has $20 million, plus $13 million in unencumbered funds in its Capital Improvement budget compared to over $150 million requirement for deferred maintenance and maritime projects); 6) About 19% percent of Port land is unused, of which about 64% is reserved for expansion of the Southern Container Terminal.

Examination of external conditions and land use options involved assessing regulatory and political controls/limits on development by type of land use, and financial relationship between the Port and the City. Land use analysis concluded there was no single land use that, if developed exclusively, could generate sufficient revenues to meet the Port's needs (this is aside from the fact there are also practical limitations to such a development approach). External conditions analysis assumed 1) Port would work within the regulatory framework already established, since there still were some development opportunities; 2) the Port could not rely on financial assistance from the City in any development efforts.

Huerta reminded Advisory Board that those assumptions could be reconsidered in the Waterfront Plan process. For example, many other ports are required to fund only operating costs, relying on taxpayers for capital improvements. Others, such as Tacoma and Seattle, have taxing authority to fund operations and capital improvements. In contrast, the Port of San Francisco must fund all costs from revenues generated at the Port, and even loses possessory interest taxes to the City's General Fund, an issue which Flanagan has requested the State Attorney to review for its appropriateness.

Morrison stated his belief that the Port should not have to be financially self-sufficient in all areas. His research indicates most other ports rely on general obligation (GO) bonds (secured by property taxes), and that the Port of San Francisco should have similar access to funding resources. He believes Port interests are popular with voters and thus chances of passing GO bonds for maritime business expansion have a good chance.

Moylan asked whether Port's lack of access to GO bonds would preclude Port from participating in joint ventures to fund improvements such as a container terminal expansion. Huerta indicated Strategic Plan analysis of marine cargo issues identified joint venture investments as one possible option for the Port. There are, however, potential drawbacks of joint ventures for container terminal operations. If the investment partner is the terminal operator, Port becomes more distanced from cargo carrier; if the investment partner is the carrier, the carrier can impose conditions such as exclusive use of the terminal facility, which could restrict Port's ability to achieve maximum financial benefit. The Port of Oakland struggles with this problem, where its cargo carrier partners control the terminals and sublease them to other carriers, competing with Oakland's other terminals.

The Strategic Plan examination of marine cargo issues concluded 1) highest growth potential lies in containerizable cargo; 2) the Port is a market follower, because is it not large enough to dictate the container cargo market; 3) the Port stands to lose more by not pursuing container terminal expansion or completely terminating all container operations, than by trying to keep pace with technological advancements in container terminal operations (even though such a strategy is not necessarily lucrative, or without its own set of risks). The Port could meet its share of projected growth in 2020 with existing land reserved for container terminals, assuming no dramatic changes in cargo handling (e.g. dramatically larger ships, which imposed major new dredging requirements). In answer to questions from Board members, Huerta indicated container terminal "capacity" is dictated by peak calls. Fixed deadlines for reaching destination points (e.g. Japan) drive the schedule that results in most cargo ships reaching the San Francisco Bay Area on Wednesdays and Thursdays. The Port is trying to offer price incentives to spread out those calls over other days of the week, thus increasing terminal capacity.

Board members questioned whether passenger cruises were included in the marine cargo analysis. Huerta indicated passenger cruises are not considered "cargo" business because of the type of service and fluctuating needs of that business. The Strategic Plan evaluated cruise business as another "water-dependent" industry. Current cruise terminal at Pier 35 is not an ideal facility, because passenger services and ship servicing get mixed together on one level, detracting from passenger comfort and ship servicing efficiency. Port also has limited ability to make money on a facility that contains only a passenger cruise terminal; modern cruise terminals today are mixed use complexes with hotels, retail, and commercial recreation features (much like what is proposed in the Scandanavia Center).

The goals accompanying the mission statement derived from the Strategic Plan process are intended to provide more specific objectives that help achieve the Port's mission by promoting: 1) the pursuit of those shipping and international trade businesses that are cost-effective; 2) the development of other water-dependent industries; 3) better service to all customers and the public/community, which will require reorganization of Port staff resources; 4) activities to maximize economic benefits, rather than merely settling for breaking even, and aggresive pursuit of other funding sources if the Port can't cover all costs itself.

3) Public Comment

There was no public comment.

The meeting was adjourned at approximately 6:40 p.m.

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

SPECIAL MEETING
Wednesday, October 16, 1991, 3:00 p.m.
(Please note change in meeting time and meeting place)

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, October 16, 1991. This will be a Special Meeting, as defined by the by-laws for the Waterfront Plan Advisory Board, because it will begin at 3:00 p.m. instead of 4:30 p.m.

The agenda for this meeting is as follows:

1. Approval of Minutes from Advisory Board Meeting of 9/18/91

2. Waterfront Boat Tour

MEETING PLACE: The boat will depart from Pier 1/2, immediately north of the Ferry Building (look for the large white tent on Pier 1/2). Boarding will start promptly at 3:00 p.m., so please be on time. Please wear comfortable clothing and soft soled shoes. You should be prepared for cool weather.

If you are unable to make the initial departure time, the boat will make a brief stop at Pier 1/2 again mid-way through the tour to pick up additional passengers, as space permits, sometime after 4:00 p.m., but no later than 5:00.

Advisory Board members and the public were instructed in previous weeks to reserve spaces on the boat by contacting Port staff by October 4, 1991. Although the RSVP deadline has passed, there still may be spaces available for the tour. If you have not reserved a space and are interested in going on the tour, please call the 24-hour voicemail number for the Waterfront Plan, (415) 274-0354, and leave your name, daytime telephone number, and number of people in your party. Port staff will contact you if it appears there is space available to accommodate you.

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of October 16th will be available for public review as of October 29, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not wish to receive future Waterfront Plan mailings, you can also leave a message to that effect by calling 274-0354.

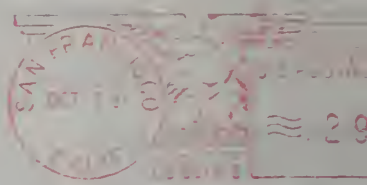
Agd8-21

PORT OF SAN FRANCISCO

FERRY BUILDING • SAN FRANCISCO, CALIFORNIA 94111

SHIP VIA

Port Of San Francisco



JANE HUDSON
SAN FRANCISCO PUBLIC LIBRARY
GOVERNMENT DOCUMENTS SECTION
CIVIC CENTER
SAN FRANCISCO CA 94102

AGENDA

DOCUMENTS DEPT.

OCT 15 1991

SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

SPECIAL MEETING
Wednesday, October 16, 1991, 3:00 p.m.
(Please note change in meeting time and meeting place)

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, October 16, 1991. This will be a Special Meeting, as defined by the by-laws for the Waterfront Plan Advisory Board, because it will begin at 3:00 p.m. instead of 4:30 p.m.

The agenda for this meeting is as follows:

1. Approval of Minutes from Advisory Board Meeting of 9/18/91

2. Waterfront Boat Tour

MEETING PLACE: The boat will depart from Pier 1/2, immediately north of the Ferry Building (look for the large white tent on Pier 1/2). Boarding will start promptly at 3:00 p.m., so please be on time. Please wear comfortable clothing and soft soled shoes. You should be prepared for cool weather.

If you are unable to make the initial departure time, the boat will make a brief stop at Pier 1/2 again mid-way through the tour to pick up additional passengers, as space permits, sometime after 4:00 p.m., but no later than 5:00.

Advisory Board members and the public were instructed in previous weeks to reserve spaces on the boat by contacting Port staff by October 4, 1991. Although the RSVP deadline has passed, there still may be spaces available for the tour. If you have not reserved a space and are interested in going on the tour, please call the 24-hour voicemail number for the Waterfront Plan, (415) 274-0354, and leave your name, daytime telephone number, and number of people in your party. Port staff will contact you if it appears there is space available to accommodate you.

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of October 16th will be available for public review as of October 29, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not wish to receive future Waterfront Plan mailings, you can also leave a message to that effect by calling 274-0354.

Agd8-21

PORT OF SAN FRANCISCO

FERRY BUILDING • SAN FRANCISCO, CALIFORNIA 94111

SHIP VIA

Port Of San Francisco

SAN FRANCISCO, CA 941 PM 8 OCT 1991

SAN FRANCISCO OCT 9 91 CALIF

Fall in Love

WITH STAMP COLLECTING

GERRY ROTH
PUBLIC LIBRARY
DOCUMENTS DEPARTMENT
MCALLISTER & LARKIN
SAN FRANCISCO CA 94102

SF
P58
#2
10/16/91

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of October 16, 1991

Attending Board Members (incomplete; to be completed prior to Board vote at November 5, 1991 Waterfront Plan Advisory Board meeting): Chair Tufts, Vice Chair Bierman, Boston, Cervantes, Eschen, Gee, Millet, Morrison, Moylan, Rodby, Roth, Secchitano, Woeste
Absent:

Attending Port Staff: Lung, Peters, Oshima, Lai

The special meeting (to provide a waterfront boat tour) commenced at about 3:15 p.m.

1) Administrative Matters

Chair Tufts deferred Board action on minutes of October 1, 1991 meeting to the Board's next meeting on November 5th, since there was no ability to convene Board members in one place during the waterfront tour to take a vote. Chair Tufts also indicated there would be no detailed minutes taken for the boat tour, and that the meeting would automatically be adjourned once the tour ended and the ferry returned to Pier 1/2.

2) Waterfront Boat Tour

Red and White's ferry, Royal Prince, departed Pier 1/2 at approximately 3:15 p.m. About 175 passengers enjoyed calm seas and sunny weather for the tour (although almost 300 people had reserved spaces). Co-presenters for the tour were Keri Lung and Roger Peters of the Port staff. The tour began first with the southern half of the waterfront, then the northern waterfront, providing locational and visual orientation for much of the planning and development information presented by staff at previous Advisory Board meetings.

The tour was made possible by Board member Marina Secchitano; members of the Inland Boatmen's Union of the Pacific, who volunteered their time to crew the tour; and Red and White Fleet, which provided use of the Royal Prince at a greatly discounted price. Our sincere thanks to them for their generosity.

The tour ended at about 5:00 p.m., signaling automatic adjournment of the meeting.

DOCUMENTS DEPT.

OCT 29 1991

SAN FRANCISCO
PUBLIC LIBRARY

SF
58
1
5/91

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Tuesday, November 5, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, November 5, 1991 at 4:30 in the Ferry building, Suite 3100, Port Commission Room. The agenda for this meeting is as follows:

1. Approval of Minutes from Advisory Board Meetings of 10/1/91 and 10/16/91

2. Staff Report

3. Staff Presentation on the Port's Budget and Capital Plan

4. Public Comment

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of November 5th will be available for public review as of November 13, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not wish to receive future Waterfront Plan mailings, you can also leave a message to that effect by calling 274-0354.

Agd8-21

DOCUMENTS DEPT.
OCT 29 1991
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO

FERRY BUILDING • SAN FRANCISCO, CALIFORNIA 94111

GERRY ROTH
PUBLIC LIBRARY
DOCUMENTS DEPARTMENT
MCALLISTER & LARKIN
SAN FRANCISCO CA 94102

SF
'58
F2
5/91

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

DOCUMENTS DEPT.
NOV 18 1991
SAN FRANCISCO PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of November 5, 1991

Attending Board Members: Chair Tufts, Vice Chair Bierman, Cervantes, Eschen, Flanagan, Levine, McCarthy, Millet, Moy, Moylan, Rodby, Roth, Scott, Viera
Absent: Boston, Conley, Gallette, Gee, Hanson, Herrera, McWilliams, Mix, Morrison, Rodriguez, Secchitano, Wallace, Woeste

Attending Port Staff: Huerta, Lung, Ambrose, Ben Kutnick (Finance Department), Oshima, Lai

The meeting commenced at about 4:45 p.m.

1) Administrative Matters

Minutes for the meetings for October 1, and October 16, 1991 (the waterfront boat tour) were adopted; the October 16th minutes will be revised to accurately reflect attendance by the Advisory Board members.

The Advisory Board again expressed its thanks to fellow member Secchitano and the Inland Boatmen's Union, and Red and White Ferry for making the waterfront tour possible.

Chair Tufts asked the Advisory Board members to consider whether to hold an Advisory Board meeting as currently scheduled for December 18, 1991. Due to the holiday season, members should consider if they want to cancel that meeting. A decision on this matter will be made on November 20th or December 3rd.

Chair Tufts informed Board members the next meeting on November 20th is dedicated to a discussion amongst Board members regarding the Port and issues for the Waterfront Plan process, in light of the staff presentations on the Port to date. He noted the memo dated November 5th from Keri Lung that lists questions for Board members to consider in preparing their remarks for the meeting.

A make-up meeting will be scheduled with Mike Huerta for Advisory Board members unable to attend the November 5th meeting, to review the Port's budget and capital plan. Staff will contact all absent members to determine a date that best meets everyone's schedule.

2) Staff Report

Huerta had a number of items to bring to the Advisory Board's attention:

a) The Port completed its first phase of maintenance dredging on time for Piers 27 and 80 on October 31st, under an interim maintenance dredging permit recently issued by the U.S. Corps of Engineers; another phase of maintenance dredging for Pier 29 and 94 is due to be completed by December 1, 1991, with another phase for Islais Creek in June 1992. b) The Port and Roma Design Group received an "Excellence on the Waterfront" award from the Waterfront Center for the newly constructed Pier 7 public access pier.

c) Roger Peters, the Port's Director of Cargo Services, will receive a Managerial Excellence award from the Mayor's Fiscal Advisory Committee on November 13th; two other Port managers were also nominated for awards, one being Keri Lung for launching the Waterfront Plan process.
d) A letter was received from the State Attorney General in response to Board member Flanagan's inquiry as to the appropriateness of having possessory interest taxes from Port tenants deposited into the City's General Fund rather than to the Port. The response indicates the City has the right through its police powers to levy taxes, regardless of whether it controls the property affected. This is separate from the Port's collection of use fees which, under the Burton Act, must be reserved for promoting navigation, fishing and commerce on public trust property.
e) In response to Moylan's question regarding the status of the CalTrain route acquisition, Huerta noted the California Transportation Commission is scheduled to approve State funds for acquisition on November 14th, but may continue the item until it receives confirmation that Santa Clara County has approved funds to meet its share of the acquisition cost.

3) Presentation on the Port's Budget and Capital Plan

(See budget and capital plan handout; Huerta's staff presentation closely followed the information presented therein.)

Budget: Huerta reviewed the Port's revenue source and expenditure categories itemized in the budget. For the current 1991/92 fiscal year, revenue projections indicate healthy growth, mainly generated by increased container cargo activity by Nedlloyd Lines at the North Container Terminal, although there will be a decline in revenues from interest on unspent funds as the Port continues to expend them for improvements. A $2.8 million revenue surplus is projected. (However, it should be noted expenditure increases are limited this year in large part due to the salary freeze.)

The projected revenue increases for this fiscal year (7.5%) over actual revenues in 1990/91 are higher than what has occurred in the past; from 1984/85 to 1990/91, actual revenues received by the Port increased only 4.7%. This relatively flat revenue stream is contrasted by continually increasing expenses; between 1984/85 and 1990/91, expenses grew 15.8%. Because of that flat revenue history, controllable cost expenditures were reduced. (Many of those expenditure items, such as marketing programs and travel budgets, are necessary to expand or develop new business to generate revenue; by industry standards, the Port's budget for these items already is among the lowest.) However, there are a number of uncontrollable, or difficult to control costs, which require revenue growth of between $1 and $1.3 million per year just to maintain existing levels of service, which in many instances are already insufficient. In addition, the Port currently accrues about $2.5 million per year in deferred maintenance, and costs for maintenance operations such as dredging are increasing rapidly.

Projected revenues for next fiscal year 1992/93 relative to actual revenues in 1990/91 will continue to increase. However, the 1992/93 budget must account for a double salary increase to make up for the 1991/92 salary freeze, lower interest income revenues and other factors, which yields only a projected limited surplus of about $500,000. The outlook beyond 1992/93 is even more bleak in the absence of new revenue-generating projects. In summary, the Port must generate $1 to $1.3 million per year just to cover inflation; additional revenue to cover $2.5 million that is accumulating each year in deferred maintenance; additional revenue to cover costs of new programs, dredging and environmental mitigation projects; and additional revenue sufficient to fund capital improvements (such as marine terminal expansions).

Financial Statement: Huerta made a point to distinguish the difference between a budget and a financial statement. A budget accounts only for the funds received and paid out for a given period of time, the July 1st to June 30th fiscal year. A financial statement accounts not only for fiscal year revenues and expenses, but also for historic investments and expenses. This accounts for why the Port's 1990/91 budget ended with a revenue surplus of almost $3 million, but showed a loss of $3.5 million on its financial statement. The main components constituting the loss shown in the financial statement are: litigation settlement for the Continental Development Corp. lawsuit filed on the Ferry Building project; increased legal fees for other lawsuits filed against the Port (even though the Port prevailed in all cases); and expensing past costs for dredging and a container freight station that was never built.

Capital Plan: (See list of Port's capital projects in the budget handout.) The capital plan lists all projects considered to be necessary for the Port to fulfill its public trust mandate; it is not a wish list. The projects included have been determined by Port staff to be unlikely to generate sufficient revenues to attract private investment, therefore requiring Port funding. The capital plan identifies $5.4 million in projects for which funding has been committed, and $10.1 million in projects for which funding has been earmarked. There remains a list of unfunded projects, a number of which are required environmental mitigation programs, that total about $79.2 million.

The magnitude of unfunded projects raises the question of whether the Port must seek outside funding to fulfill its mission. Otherwise, the Port's ability to implement these projects will depend on increased profitability of shipping operations, new commercial development, and limiting the degree to which the Port continues to participate in projects that generate no revenues, such as the Pier 7 public access pier.

Levine expressed her concern over increases in deferred maintenance, and indicated the need for a deferred maintenance program, possibly as a component of the capital plan.

Tufts asked if there was any possibility for joint ventures with private parties on some capital projects. Huerta indicated this is difficult to accomplish at this time. Up until now, shipping companies have not been inclined to share in any costs or risks in the Port's facilities, although that is starting to change for the better as container cargo activity in San Francisco increases. However, the Port's carrying costs are higher than many competing ports, which rely on outside funding sources or taxing authority. Thus, it has so far proven impossible to leverage private investment for maritime activities and remain competitive with other ports.

4) Public Comment

No public comments were expressed.

Moylan and the rest of the Board members expressed their appreciation to the staff for the orientation program on the Port. The information presented over the last few months "have produced 27 experts on the Port".

Meeting was adjourned at approximately 7:00 p.m.

SF
258
#1
11/20/91

DOCUMENTS DEPT.
NOV 15 1991
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Wednesday, November 20, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, November 20, 1991 at 4:30 in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting is as follows:

1. Approval of Minutes from Advisory Board Meeting of 11/5/91

2. Staff Report

3. Comments and Discussion by Advisory Board Members Regarding the Background Presentations on the Port, and Issues for Consideration in the Waterfront Planning Process

4. Overview of the Work Program for Phase I of the Waterfront Plan

5. Public Comment

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of November 20th will be available for public review as of November 26, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not wish to receive future Waterfront Plan mailings, you can also leave a message to that effect by calling 274-0354.

PORT OF SAN FRANCISCO

FERRY BUILDING • SAN FRANCISCO, CALIFORNIA 94111

GERRY ROTH
PUBLIC LIBRARY
DOCUMENTS DEPARTMENT
MCALLISTER & LARKIN
SAN FRANCISCO CA 94102

F
58
2
20/91

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES
Meeting of November 20, 1991

Attending Board Members: Chair Tufts, Vice Chair Bierman, Cervantes, Eschen, Flanagan, Gallette, Gee, Herrera, Levine, McCarthy, McWilliams, Millet, Morrison, Moy, Moylan, Rodby, Rodriguez, Roth, Scott, Secchitano, Viera, Wallace
Absent: Boston, Conley, Hanson, Mix, Woeste

DOCUMENTS DEPT.
DEC 2 1991
PUBLIC LIBRARY

Attending Port Staff: Lung, Ambrose, Oshima

The meeting commenced at about 4:35 p.m.

1) Administrative Matters

Minutes for the Advisory Board meeting of November 5, 1991 were adopted.

The Board decided to cancel its regular meeting on December 18, 1991, due to busy schedules during the holidays.

Chair Tufts acknowledged that a make-up meeting to review the Port's budget and capital plan was held last week (November 14th) for Board members who were unable to attend the November 5th regular meeting.

Rodriguez raised concern regarding the distance and lack of adequate security of the parking area on Pier 3 available for use by the Board members, and inquired if other parking areas could be used. Port staff will try to find other parking accommodations by the Board's meeting on January 7, 1992; Board members will be kept informed on this matter.

The Board congratulated fellow member Toby Levine, who will be recognized by the San Francisco Planning and Urban Research Association (SPUR) as one of four outstanding citizens at its upcoming awards luncheon in December.

2) Advisory Board Roundtable Discussion

Chair Tufts invited comments from the Board on any issues of concern related to the Port and waterfront development, and referred to the November 5, 1991 memo from Keri Lung outlining questions to consider in the Board's discussion. Lung provided a background explanation of the Port's strategic mission and goals, and asked whether the Board agreed with them as a set of planning assumptions for the Waterfront Plan. Her outline of the Strategic Plan issues helped to provide further focus for the Board's discussion.

Comments from the Board members reflected a number of different perspectives on how development of the plan should be approached. With regard to the location of land uses, some members felt that a "balanced" plan should allow all types of waterfront uses (e.g. industrial, commercial, and public access) to be intermingled along the full stretch of the waterfront to the fullest extent possible, rather than concentrating like activities in certain prescribed areas. Others felt such an approach would make it difficult to resolve conflicts that could arise from so many

different operations mixed together; while the plan could still be "balanced", in terms of monitoring the percentage of land allocated to each type of land use, some criteria should be established (e.g. transportation access, noise, water depth, future needs of the industry) to evaluate the appropriateness of land use location recommendations. There was general agreement that whether broadly distributed or located in certain areas, the proposed locations of the various industries need to make sense for the operation of those industries. In addition, one comment from a member of the public was that the Waterfront Plan needed to contact existing users of Port facilities to determine the viability of continuing operations in their current locations; his observations indicate there are already several under-utilized facilities, and that this should not be perpetuated.

Some members noted that after reviewing the locations of existing uses, it is apparent there isn't that much vacant area along the waterfront for which to plan. However, the Waterfront Plan should evaluate whether future trends would result in changes in land use from those currently occupying space along the waterfront; where land use shifts could occur, the Waterfront Plan should propose future use designations. First priority should be given to water-dependent uses, particularly those related to shipping.

With regard to public access, some expressed support for better integrating public access with other land uses, including maritime industrial activities, rather than expending increasingly scarce funds on new, large-scale public access facilities such as Pier 7, which currently is underutilized. Others expressed the need for having such stand-alone public access improvements, while still supporting the concept of better combining public access with industrial and commercial activities.

There was substantial discussion of how the Port's economic and financial conditions should shape development of the Waterfront Plan. Many members indicated that the planning process would be worthwhile only if the resulting land use policy recommendations were financially feasible and thus implementable; the planning process therefore should consider economic feasibility from the outset. Others felt that financial considerations should not play a foremost role in determining land use recommendations, as such an approach could prematurely foreclose the possibility of including certain types of desirable land uses on the waterfront. Those members expressed a desire to develop an "ideal" plan first, and then address financial and other constraints, which could result in modifications to the plan.

With regard to planning assumptions about availability of financial resources to support implementation of the Waterfront Plan, there are divergent views on whether the Port should continue to be self-supporting, or if outside funds should be sought (e.g. general obligation bonds or government grants). Some expressed skepticism over being able to implement the plan if it is predicated on obtaining outside funding in the future. Given fiscal shortages at all levels of government, and other City needs that would compete with the Port for GO bonds, the prospects for outside funding in the future is very uncertain.

Others feel there is sufficient public support for the Port such that outside City funding could be approved for some Port activities (e.g. container terminal facilities). Other Ports, with taxing authority or existing outside funding sources, do not have the burden of being self-financing as does the Port of San Francisco; therefore the Port should actively seek other funding sources if it expects to grow and be more competitive with other ports. The Port should seek federal funding as well; the federal government should support maritime transportation as it does other transportation modes. Among those who agree that

seeking outside funding is appropriate, there are differences of opinion as to whether such funding should be sought as grants for certain types of improvements, or as loans which would be paid back over time through increased revenues.

Several members stated that an analysis of the economic costs and benefits of land uses considered for the waterfront must be comprehensive, identifying larger City and regional impacts as well as those directly for the Port.

One member indicated that the Board could consider producing two plan scenarios: one based on the Port remaining self-supporting; the other assuming outside funding can be committed. However, if this approach is carried out, the Board should make a definitive recommendation as to which plan it more readily supports; the scenarios should not be presented as an either/or choice.

Although several expressed the need for the plan to be implementable and therefore economically realistic, they warned against generating a plan that lacked vision for the future of the waterfront. This will require creative and imaginative planning that should be overseen by the public, rather than delegated exclusively to City and Port staff.

Chair Tufts summed up the above discussion, which was not contradicted by any of the Board members: 1) The approach should be to develop the "ideal" plan for the waterfront, containing those uses and locations that are most desirous, and identify fall-back uses and locations if necessary after evaluating the plan's feasibility; and 2) The plan needs to be financially responsible (i.e. a reasonable expectation of being implemented), whether or not outside funding is recommended.

Further discussion among Board members addressed whether there should be any changes in the regulatory framework for waterfront development. One member expressed his belief that regulations have become excessive, and actually limit the ability of maritime industries to survive by not providing sufficient flexibility. Another member expressed the greater importance of political feasibility; even if not all aspects of the plan are permitted by current regulations, the regulations could be modified if there is sufficient political support. Another member stated that the plan should remain consistent with Proposition H, since it was approved by the voters (e.g. it should not include development of hotels on piers, which Prop H defines as an unacceptable use); however, others noted that Prop H was passed by a narrow margin, and that if the Advisory Board determined that the best plan was not one that complied with all provisions of Prop H, it could be submitted for another vote by the citizens.

With regard to identifying ways to expand public participation in the plan process, one member stated the need to contact all the Port's stakeholders, such as what was done for the Port's Strategic Plan, to ensure the Plan is responsive to their needs.

3) Public Comment

Flanagan informed the Board he received a response from the State Attorney General regarding possessory interest taxes paid by Port tenants and indicated he would provide an update at the next Board meeting. No other public comments were expressed.

The meeting was adjourned at approximately 7:00 p.m.

SF
358
1
12/3/91

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

AGENDA

Tuesday, December 3, 1991, 4:30 p.m.

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, December 3, 1991 at 4:30 in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting is as follows:

1. Approval of Minutes from Advisory Board Meeting of 11/20/91

2. Staff Report

3. Review of the First Phase of Work for Developing the Waterfront Plan

5. Public Comment

* * *

(PLEASE NOTE THERE WILL BE NO WATERFRONT PLAN ADVISORY BOARD MEETING ON DECEMBER 18, 1991. SEASON'S GREETINGS!)

* * *

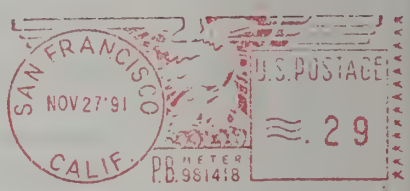
Copies of the Waterfront Plan Advisory Board minutes from the meeting of December 3rd will be available for public review as of December 31, 1991. A copy of the minutes and/or by-laws will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not wish to receive future Waterfront Plan mailings, you can also leave a message to that effect by calling 274-0354.

Agd8-21

PORT OF SAN FRANCISCO

FERRY BUILDING • SAN FRANCISCO, CALIFORNIA 94111



JANE HUDSON
SAN FRANCISCO PUBLIC LIBRARY
GOVERNMENT DOCUMENTS SECTION
CIVIC CENTER
SAN FRANCISCO CA 94102

DOCUMENTS DEPT.
DEC 1 0 1991
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
CITY AND COUNTY OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION

WATERFRONT PLAN ADVISORY BOARD

AGENDA

Tuesday, January 7, 1992, 4:30 p.m.
HAPPY NEW YEAR!!

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, January 7, 1992 at 4:30 in the Ferry Building, Suite 3100, Port Commission Room. The agenda for this meeting is as follows:

1. Approval of Minutes from Advisory Board Meeting of 11/20/91

2. Staff Report

3. First Phase of Work for Developing the Waterfront Plan: Review of Work Program and Organization of Phase I Subcommittees

5. Public Comment

* * *

Copies of the Waterfront Plan Advisory Board minutes from the meeting of January 7th will be available for public review as of January 13, 1992. A copy of the minutes will be mailed to you if you telephone 274-0354 and leave a message stating your name, mailing address, and the document that you are requesting.

If you have comments or inquiries regarding the above, or any matter related to the Port's waterfront planning process, please telephone 274-0354 and leave a message, and a Port staff member will contact you as soon as possible. If you do not wish to receive future Waterfront Plan mailings, you can also leave a message to that effect by calling 274-0354.

In order to manage our mailing costs, we also would appreciate hearing from parties that are receiving duplicate notices of the Waterfront Plan Advisory Board meetings and/or meeting minutes. Please give us a call at 274-0354. Thanks!

Agd8-21

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES
MEETING OF MARCH 3, 1992

Attending Board Members: Chairman Tufts, Bierman, Cervantes, Eschen, Gallette, Levine, McCarthy, McWilliams, Millet, Moy, Moylan, Rodriquez, Roth, Secchitano, Viera, Woeste

Absent Subcommittee Members: Flanagan, Gee, Hanson, Herrera, Mix, McCarthy, Scott, Wallace, Walker

Attending Port Staff: Huerta, Peters, Lung, Florin

The meeting commenced at about 3:45p.m. aboard a MUNI bus for purposes of touring the waterfront

1. Administrative Matters

Chairman Tufts called the meeting to order. Chairman Tufts mentioned that an editorial response to recent newspaper articles about the Waterfront Plannig effort was being prepared. Copies of the letter would be provided to the Advisory Board members at the next meeting scheduled for March 18th. Chairman Tufts then turned the meeting over to Mike Huerta for purposes of conducting the tour.

The meeting ended at the conclusion of the tour approximately 5:45 PM.

PORT OF SAN FRANCISCO

Ferry Building
San Francisco, CA 94111
Telephone 415 274 0400
Telex 275940 PSF UR
Fax 415 274 0528
Cable SFPORTCOMM
Writer

WATERFRONT PLAN - PHASE I
(Revised 2/18/92 - subject to Advisory Board Approval)

Tuesday March 3, 1992

3:30 - 6:00: Bus Tour
(Tour can also be boarded at 5:00 PM at Ferry Building)

Wednesday March 18, 1992

3:00 - 5:00 Fishing and Fish Processing
5:30 - 7:30 Excursions

Tuesday April 7, 1992

3:00 - 5:00 Ship Repair
5:30 - 7:30 Small Boat Marinas, Boat Clubs, Historic Ships, and Temporary Berthing Facilities

Wednesday April 15, 1992

3:00 - 5:00 Support services for Industrial Shipping and Water Dependent Activities
5:30 - 7:30 Support services for Commercial/Recreational Shipping and Water Dependent Activities

Tuesday May 5, 1992

3:00 - 5:00 Potential New Industrial Shipping and Water Dependent Industrial activities

5:30 - 7:30 Potential New Commercial and Recreational Activities

Wednesday May 20, 1992

3:00 - 5:00 Final Subcommittee Sessions - review and comment on revisions to draft industry profiles prior to presentation of findings to full Advisory Board

5:30 - 7:30 Same

Tuesday June 2, 1992

Meeting of Full Advisory Board - Presentation of Subcommittee Industry Profiles

MAY 1 4 1992
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MEETING AGENDA
WEDNESDAY, MAY 20, 1992
IMPORTANT NOTE: THE MEETING BEGINS AT 4:30 P.M

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, May 20, 1992. Unlike the Board's subcommittee meeting schedule for the past three months, this will be a meeting of the full Advisory Board which will begin at 4:30 p.m. in the Ferry Building, Suite 3100, Port Commission Room. The final subcommittee meetings will occur on June 2, 1992, beginning at 3:30 p.m. The agenda for the meeting is as follows:

1. Approval of Minutes from Advisory Board Meeting of May 5, 1992

2. Staff Report

3. Briefing and Discussion of Current Plans in the Southern Waterfront (Guest Presentations by Edward Helfeld, Executive Director, San Francisco Redevelopment Agency; Kent Sims, Mayor's Office of Economic Development; and Lu Blazej, Acting Director, Department of City Planning)
   a) Hunters Point Naval Shipyard
   b) South Bayshore Plan
   c) Mission Bay (although this plan has been approved, it will be discussed due to its implications for displacing Port-related land uses)
4. Presentation by Supervisor Bill Maher of a Proposal for the Northern Waterfront

5. Advisory Board Discussion of a Ballpark on Pier 46B - At the conclusion of the discussion, the Board may vote to send a policy recommendation to the Port Commission on whether to give conceptual support for a ballpark and/or arena on Pier 46B, to reject such a concept, or to remain neutral pending further analysis as part of the ongoing Waterfront Plan process.

If you would like to receive minutes of the meeting, or have comments or inquiries regarding the Port's waterfront planning process, please telephone 274-0354 and leave a message. A Port staff member will contact you as soon as possible.

agd8-21

SF
058
#2
5/20/92

DOCUMENTS DEPT.

MAY 29 1992

SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES
Meeting of May 20, 1992

Attending Board Members: Chair Tufts, Bierman, Cervantes, Gallette, Hanson, Herrera, Levine, McCarthy, McWilliams, Millet, Mix, Moy, Moylan, Roth, Secchitano, Viera, Wallace, Woeste

Absent: Boston, Conley, Gee, Eschen, Flanagan, Rodriguez, Scott, Walker

Attending Port Staff: Huerta, Lung, Ambrose, Florin, Oshima

The meeting was commenced at approximately 4:45 p.m. Chair Tufts proposed a change in the sequence in the meeting agenda items: Supervisor Bill Maher would speak before the Board first, followed by the Southern Waterfront presentation, administrative matters, and finally a discussion of the Ballpark issue.

1. Northern Waterfront Proposal

Supervisor Maher expressed his view that the Advisory Board should keep a broad perspective of the possibilities that should be considered in the Waterfront planning process. He believes that the Port's finger piers no longer serve a viable function in terms of supporting water-dependent maritime activities that will generate revenue for the City, particularly those piers north of Broadway. In light of that, he believes the remaining choices for use of the northern piers is commercial development of the piers (e.g. retail), which will inhibit public access; or removing the pier structures and affording full public access to the waterfront, much like the Embarcadero Promenade south of the Ferry Building. In advocating for the latter choice, he suggested the pier removals could provide "fill credits" that would enable bay fill or other development opportunities elsewhere that would generate revenue for the Port as well as preserve blue collar jobs in the City. He indicated the Board of Supervisors adopted a policy supporting this concept. He would support seeking general obligation bond funds or other types of public financing to cover the cost of removing the piers, and believes relocation assistance needs could be resolved. He does not support, however, any public support of the Port's ongoing operations, due to the pressure of other City priorities.

2. Southern Waterfront Presentations

Kent Sims of the Mayor's Office of Economic Planning and Development and Edward Helfeld from the Redevelopment Agency briefed the Board on the status of the Hunters Point Shipyard. Lu Blazej of the City Planning Department described the ongoing planning effort in the South Bayshore neighborhood, and the coordinating function the Department serves to ensure compatibility between the various planning efforts. A separate proposal for the Hunters Point neighborhood was presented by Cedric Jackson, on behalf of Black Men of Action. In addition, Al Williams, Co-Vice Chair of the Hunters Point Shipyard Citizens Advisory Committee (CAC) briefed the Board on its activities.

Sims explained the immediate concern for the Shipyard is City negotiations with the Navy to resolve such issues as: a) a financial plan that ensures the Shipyard will not be a drain on the General Fund; b) how public services will be provided and paid for to keep the site secure; c) level of toxic clean-up - the Navy and EPA are willing to clean up the site to industrial standards, although City wants it cleaned to accommodate its ultimate re-use; d) toxic liability. The Mayor's office also is involved in an interagency effort (with Redevelopment and City Planning) to design a neighborhood economic development area plan for the South Bayshore, which will draw on public participation through the Hunters Point Shipyard CAC. The objective is to produce internal guidelines identifying the types of development projects to encourage and/or fund.

Helfeld added that there are a large number of tenants on-site who must be allowed to remain. (In response to a later question, however, Tom Conrad, Redevelopment Agency Planning Director, said it was unclear as to whether other activities would be allowed to newly locate at the Shipyard prior to toxic remediation, due to potential liability issues). Helfeld also described the toxic clean-up approach, which calls for the Navy and EPA to implement it in phases, with the first parcel to be cleaned up and leased to the City in November 1993. Since clean-up standards are dictated by the type of land use to occupy the area, it is critical that the City conducts its land use planning effort expeditiously. It appears the first parcel will be cleaned up to residential standards, however.

In response to questions from the Board and public, Helfeld indicated it has not been determined whether the Port will have any jurisdiction over the site; to a large extent that will depend on the site's planned uses. The Shipyard will require new utility installations, and there would have to be a financial plan to ensure those costs would be covered by new development, and not be an expense to the City. The amounts of rents charged have not been resolved between the City and Navy; while the Navy wants to base them on highest and best use, the City counters that surrounding toxic contamination should be reflected in rent reductions. Also still unresolved is the question as to whether the Shipyard will be subject to the Public Trust, once the site is relinquished by the Federal Government.

Blazej explained that City Planning has been involved in area planning for the South Bayshore neighborhood. Public hearings are scheduled to begin this summer. Initially, the South Bayshore Plan excluded the Shipyard, when it was unclear how the Federal Government would be dealing with the site. Given the current potentially overlapping schedules for adopting plans for these two areas, City Planning may reconsider the appropriateness of keeping them separate. Even if Redevelopment and the Mayor's Office take the lead planning role for the Shipyard, the City Planning Commission would have approval authority for any rezoning, Master Plan revisions, and/or formal designation as a Redevelopment Area. In light of the Planning Commission's central role, City Planning must coordinate the various planning efforts between the three agencies and the community, as well as stay apprised on the development of the Port's Waterfront Plan.

Blazej acknowledged the concerns about potential relocation needs of Port-related businesses that are displaced from Mission Bay. He described the Business Relocation Plan, included in the Mission Bay Development Agreement, which calls for the city help displaced businesses, identify alternate locations, but does not guarantee relocation nor provide any direct financial assistance.

Cedric Jackson described the Community Economic Development Concepts Model (Model) proposal located between Candlestick Park and the proposed wetlands in the Candlestick Point State Recreation Area. The Model would provide a cluster development tailored to the social, economic and market needs of the African American community in Hunters Point, providing an array of opportunities ranging from entry level skill jobs and training to employee-ownership of businesses. It is believed this approach will provide employment, job skills for area residents and generate revenues for the community and City. This project is in its early planning stages; funding is being sought to begin more detailed analysis.

Al Williams indicated the Hunters Point CAC is collecting data and public input to identify an appropriate mix of uses for the Shipyard. He stated they also are in the early stages of the planning process, but recognized the importance of keeping an open exchange of information between the CAC and the Port's Advisory Board so the two plans would be compatible.

Given the inter-relationship between the Waterfront Plan process and those for South Bayshore and Hunters Point, Levine suggested staff distribute a roster of all participants to facilitate the planning coordination.

Advisory Board and public discussion addressed the issue of rail access to the Shipyard. If the Shipyard were to accommodate Port businesses and/or support services (e.g. cargo handling, warehousing, trucking), the existing rail access would have to be maintained and available to reuse. Peter LaBrie, chief city planner for South Bayshore indicated this creates a conflict in that rail activity would not be compatible with or acceptable to nearby homeowners. In spite of the fact such rail use could accompany jobs that benefit the immediate community, LaBrie stated residents would strongly oppose it because it would reduce the property values of their homes, which represent the primary capital base of the area population.

3. Administrative

Minutes for the meetings of May 5, 1992 were approved, with minor revisons to the Commercial and Recreation Subcommittee minutes.

Tufts urged all Board members to be more punctual, in order to start the meetings on time. Revisions to upcoming meeting dates were discussed and approved: the June 17th meeting of the full Advisory Board will be moved to June 16th at 4;30; and the July 15th meeting of the full Board will be moved to July 21st at 4;30. A revised meeting schedule will be prepared and distributed by staff.

Moylan announced a San Francisco Tomorrow benefit dinner in honor of the late Jack Morrison, on May 27th.

4. Ballpark Discussion

In response to questions raised at the last subcommittee meetings, Deputy City Attorney Noreen Ambrose indicated there is nothing stated in Proposition H that prohibits the Advisory Board from making a recommendation on a ballpark proposal or any other matter to the Port Commission, since the Advisory Board was not mandated by Proposition H and only serves at the request of the Port Commission. After some disucssion, however, there was general concensus among Board members that it is premature to take a position now. It was felt there is inadequate information with which to analyze the alternative sites, and that the Waterfront planning process has not reached a point where Board members can reasonably evaluate alternate uses for Pier 46B. The Board agreed that it would not take a position at this time.

The meeting was adjourned at about 7:30 p.m.

F
58
I1

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, JUNE 16, 1992
4:30 P.M

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, June 16, 1992, in the Port Commission Room at the Port of San Francisco office. The agenda for the meeting is as follows:

1. Approval of minutes from Advisory Board subcommittee meetings of June 2, 1992

2. Staff Report

3. Reports of the Industrial, and Commercial and Recreational Subcommittees to the full Advisory Board regarding land use conclusions of the Waterfront Plan Phase One industry profiles and roundtable discussions

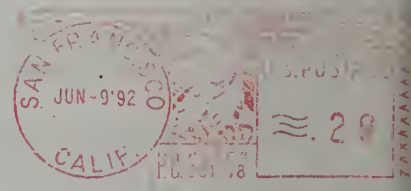
4. Discussion of the Land Use Evaluation Matrices to further define the land use needs of water-dependent activities

If you would like to receive minutes of the meeting, or have comments or inquiries regarding the Port's waterfront planning process, please telephone 274-0354 and leave a message. A Port staff member will contact you as soon as possible.

agd8-21

DOCUMENTS DEPT.
JUN 10 1992
SAN FRANCISCO

PORT OF SAN FRANCISCO
FERRY BUILDING • SAN FRANCISCO, CALIFORNIA 94111



GERRY ROTH
PUBLIC LIBRARY
DOCUMENTS DEPARTMENT
MCALLISTER & LARKIN
SAN FRANCISCO CA 94102

DOCUMENTS DEPT.
1992
SAN FRANCISCO

SF
P58
#2
6/16/92

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MINUTES
Meeting of June 16, 1992

Attending Board Members: Chair Tufts, Bierman, Eschen, Flanagan, Gallette, Levine, McWilliams, Millet, Moy, Moylan, Roth, Viera, Walker
Absent: Boston, Cervantes, Conley, Gee, Hanson, Herrera, McCarthy, Mix, Scott, Secchitano, Wallace, Woeste
Attending Port Staff: Lung, Florin, Oshima

The meeting was commenced at approximately 5:00 p.m., even though there was no quorum. Approval of the minutes was postponed until the end of the meeting. Many members expressed dismay over the number of unexcused absences and tardiness, especially now that the Board is concluding Phase One which will result in proposed land designations for water-dependent industries. Staff was instructed to inform all Board members of the importance of their participation in the planning process. It was noted that the change in meeting schedule posed difficulties for some members.

1. Staff Report

Keri Lung informed the Board that the Statements of Facts and Issues for each of the water-dependent industries were revised in response to comments received during the Advisory Board's review of them at its June 2nd meeting. These revised summaries have been distributed to the industry representatives and members of the public requesting minutes of the Board's meetings, and further comments on those changes are invited. Some Board members requested staff contact industry representatives to actively confirm the accuracy of the summaries.

Lung pointed out the draft Land Use Evaluation Matrices distributed for Board discussion and public comment (further discussed below). Production of the matrices follow up the Statements of Facts and Issues, providing further definition of the need for additional land, berthing area or other site-related facilities for each water-dependent industry. The Board members also received an appendix of non-land use issues, which describe issues disclosed during the industry profile sessions that are unrelated to the allocation of land and which will not be further addressed in the Waterfront Plan. The appendix has been prepared, however, recognizing that those non-land use issues are equally, or in some cases, more important to the operation of some industries, and therefore warrant separate documentation in order to facilitate follow through by the Port or other agencies to the extent possible. Additional items may be added to the appendix as they are identified.

2. Reports of the Industrial, and Commercial and Recreation Subcommittees to the Advisory Board

Jim Eschen, co-chair of the Industrial Subcommittee, and co-chairs Peter Moylan and Nan Roth of the Commercial and Recreation Subcommittee shared their impressions on the proceedings of the subcommittee sessions. All described them as a positive experience that enabled a comprehensive understanding of each of the water-dependent industries, and which was particularly valuable for the dialogue that occurred

between the Port, the general public and users of the Port. All commended staff for production of the profiles and organizing all the information that was learned during this period. Moylan added that, based on the subcommittee discussions particularly with the recreational water users, there is tremendous interest in increasing public access, which he endorses. He also expressed his desire to further explore the potential for shared facilities (e.g. parking) between different activities in order to use land efficiently, and thus maximize opportunities for public access and maritime industries.

Pat Flanagan expressed his conclusion that most of the water-dependent industries need outside financial assistance and is concerned regarding the lack of information on transportation access and revenue-generating activities. Lung explained that the intent of this first phase of the Waterfront Plan is to produce a preliminary map that represents the Advisory Board's ideal plan for accommodating water-dependent industries, even if there are significant financial and other issues that need to be resolved. Following completion of Phase One, Phase Two will identify other uses that are determined to be acceptable along the waterfront, many of which may be revenue-generating. The third and final phase of the Waterfront Plan process will synthesize the two sets of uses identified in Phases One and Two. It is during this phase that modifications likely will be required in order to produce a balanced plan that best meets the objectives of all users of the waterfront in a compatible and financially feasible manner, and which takes into account the many legal and regulatory issues that affect the type of development that may occur along the waterfront.

Lung also noted that there will be a session on transportation and dredging issues, which will provide current information available for the Board to take into account prior to producing the preliminary map for water-dependent industries in Phase One. Further information and analysis on these two topics will be produced in the EIR prepared for the Waterfront Plan.

Roth stated her concern that too much of the Land Use Evaluation Matrices focus on financial issues, and that the financial information (expressed in terms of magnitudes of cost) was too broad to be of much value. Lung explained this information has been provided to address a general sentiment expressed by Board members to consider financial issues as part of the Waterfront Plan process, even though there is little detailed information currently available. Staff anticipates hiring a financial consultant to analyze the financial feasibility of the Waterfront Plan as it becomes more defined towards the end of Phase Two and into Phase Three. Lung also noted that the preliminary land use map for water-dependent industries produced at the conclusion of Phase One will not be based on the general financial information in the Land Use Evaluation Matrices.

There was substantial discussion amongst Board members about Hunters Point Shipyard and how it should be regarded in the Waterfront Plan process. General sentiment expressed by the Board is that it should be considered as a possible development site for the Port, particularly for container shipping and related support operations. There is concern that there is insufficient coordination between the Waterfront Plan Advisory Board and Hunters Point Citizens Advisory Committee (CAC), that the CAC planning process may foreclose the ability to include the shipyard in the Waterfront Plan. Amit Ghosh, Chief of Comprehensive Planning for the San Francisco City Planning Department, indicated that planning for Hunters Point is in the very early stages and currently is focussed on negotiations with the Navy regarding use of Parcel 1 (inland). At this time, no master planning effort for the shipyard has been initiated. Lung explained there has been regular

coordination with other City agency staff on the two planning efforts, as well as for other planning projects on or near the waterfront. The Port also has staff that regularly attends the CAC meetings. The Board requested periodic updates from staff on the proceedings of the CAC planning effort and directed staff to prepare a letter for Board approval addressed to the CAC explaining the Board's committment to ensuring close coordination between the two planning projects.

Flanagan inquired whether the shipyard would be public trust property if transferred to the City. Lung explained there is a preliminary opinion by the City Attorney that it would not be public trust property, since it was released from public trust when it became property of the Federal government. The Board requested staff to have the City Attorney confirm whether this interpretation is shared by the State Attorney General.

3. Review of the Land Use Evaluation Matrices

Lung reviewed the draft matrices for the Container Shipping, Container-related Warehousing, Container-related Equipment Repair, Excursion Boat and Small Boat Repair industries. Discussion of each matrix was preceded by a summary of the major trends for the particular industry, as described in the Statement of Facts and Issues, which provides the context within which the matrices characterize the land-related needs of each industry. (See draft Statements of Facts and Issues and draft Land Use Evaluation Matrices for content).

The Board continued discussion of the rest of the matrices to its next meeting on July 7th. The discussion of dredging and transportation issues, originally scheduled for July 7th, will be moved to the July 22nd agenda.

Revised minutes for the May 20th Advisory Board meeting, and minutes for the Subcomittee meetings on June 2nd were adopted unanimously.

The meeting was adjourned at approximately 6:40 p.m.

DOCUMENTS DEPT.
SAN FRANCISCO

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, JULY 7, 1992
4:30 P.M

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, July 7, 1992, in the Port Commission Room at the Port of San Francisco office. The agenda for the meeting is as follows:

1. Approval of minutes from Advisory Board meeting of June 16, 1992

2. Staff Report

3. Continuation of the discussion of the Land Use Evaluation Matrices to further define the land use needs of water-dependent activities

   - o There will be a presentation by the Matthew Turner Foundation related to the discussion of the Land Use Evaluation Matrix for Historic Ships.

If you would like to receive minutes of the meeting, or have comments or inquiries regarding the Port's waterfront planning process, please telephone 274-0354 and leave a message. A Port staff member will contact you as soon as possible.

agd8-21

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of July 7, 1992

Attending Board Members: Chair Tufts, Bierman, Cervantes, Eschen, Flanagan, Gallette, Gee, Hanson, Herrera, McWilliams, Millet, Moy, Moylan, Roth, Scott, Secchitano, Viera, Wallace Woeste
Absent: Boston, Levine, Conley, McCarthy, Mix, Walker
Attending Port Staff: Huerta, Florin

The meeting commenced at approximately 4:40 pm.

1. Administrative Matters

Chair Tufts emphasized the importance of each member attending the meetings, and of informing the staff if they would not be able to attend. Tufts also emphasized that if an individual was finding it difficult to continue then he should be informed as soon as possible and a suitable replacement would be found.

2. Staff Report

Mike Huerta began with a report on current activities in Sacramento. The legislation concerning Port revenues was defeated in the legislature, however the Governor was expected to introduce a new bill that could have implications for the Port. Huerta also reported on the report of the Civil Grand Jury which was very positive about the Advisory Board's efforts to date in preparing the Waterfront Plan. Each member of the Advisory Board received a copy.

Anne Cook, of the Port staff reported on the Hunters Point Citizens Advisory Committee meeting of Monday July 6th. Copies of the handouts from the meeting were given to each Board member. The handouts outlined the schedule for the planning process for the Hunter's Point Naval Shipyard. Tom Conrad of the Redevelopment Agency commented on the role that the staff of the Redevelopment agency would be preparing a draft plan for committee review in the next few months. Port staff will be working closely with Redevelopment staff in the preparation of the plan. Bierman emphasized that the Redevelopment staff should start by reviewing the reports that the Port staff have already prepared for the Advisory Board, since many of these reports identify potential maritime uses for the shipyard. The Advisory Board also requested that they would like to take a tour of the Shipyard.

Florin mentioned that the July 21st meeting was, at the Board's request, intended to be a session on transportation and dredging issues and their impact on land use designations for Phase One. Florin asked if there were particular issues that the Board would like to cover during the workshops. Hanson mentioned that it would be very useful if staff could invite a panel to present information on dredging.

DOCUMENTS DEPT.
JUL 16 1992
SAN FRANCISCO
PUBLIC LIBRARY

3. Waterfront Plan Phase One Work Products

Florin reviewed the process that would be used to prepare tenative designations for land uses during Phase I. Florin then resumed the review of the Land Use Evaluation Matrices. The matrices for the Recreational Water Users, Historic Ships, Cruises, Ship Repair, Fishing, Ferries, and Neo-Bulk automobiles were reviewed.

Please refer to the proposed revisions to the matrices (noted by underlining the revisions) which reflect the changes made by the Board.

The meeting was adjourned at approximately 7:30 p.m.

***

NOTICE

Copies of the draft Land Use Evaluation Matrices, which were discussed in the June 16 and July 7 meetings of the Waterfront Plan Advisory Board are available to the public upon request. Production of the matrices follow the preparation of Statements of Facts and Issues (Statements) for each of the water-dependent industries analyzed in this first phase of the Waterfront Plan process. The Statements describe the land- or site-related needs and issues associated with each industry. The purpose of the matrices is to help further define those needs and issues described in the Statements using a standard set of criteria. The matrices provide an intermediate step to producing a preliminary map designating land for water-dependent industries, which will be the subject of Advisory Board meeting discussions in August.

If you would like to obtain a copy of the Land Use Evaluation Matrices, please call the Waterfront Plan Hotline at 274-0354 and indicate how we can provide one for you.

6-16advbminutes

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
W A T E R F R O N T P L A N A D V I S O R Y B O A R D

MEETING AGENDA
TUESDAY, JULY 21, 1992
4:30 P.M

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, July 21, 1992, in the Port Commission Room at the Port of San Francisco office. The agenda for the meeting is as follows:

1. Approval of minutes from Advisory Board meeting of July 7, 1992

2. Staff Report

3. A proposal presented by the Matthew Turner Foundation related to the Historic Ship industry.

4 An information update and panel discussion regarding dredging in the San Francisco Bay Area, and implications for Phase One planning.

5. A presentation and panel discussion of transportation access issues associated with Port activities and implications for Phase One planning.

***

If you would like to receive minutes of the meeting, or have comments or inquiries regarding the Port's waterfront planning process, please telephone 274-0354 and leave a message. A Port staff member will contact you as soon as possible.

agd8-21

DOCUMENTS DEPT.
JUL 16 1992
SAN FRANCISCO
PUBLIC LIBRARY

DOCUMENTS DEPT.
JUL 2 9 1992
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of July 21, 1992

Attending Board Members: Chair Tufts, Bierman, Conley, Flanagan, Gallette, Hanson, Herrera, Levine, McCarthy, Moylan, Roth, Secchitano, Viera, Walker, Woeste
Absent: Boston, Cervantes, Eschen, Gee, McWilliams, Millet, Moy, Mix, Scott, Wallace
Attending Port Staff: Huerta, Lung, Florin, Oshima

The meeting commenced at approximately 5:00 pm., although there wasn't a quorum present until 5:20.

1. Staff Report

Tour of Hunters Point Shipyard: In response to the Advisory Board, a tour of the Naval shipyard will be arranged on September 16, 1992, in lieu of the regular Advisory Board meeting on that date. This will be a publicly noticed meeting; efforts will be made to obtain bus transportation that can accommodate the general public to the maximum extent possible.

Hunters Point Shipyard Citizens Advisory Committee (CAC) Meeting: The next Hunters Point CAC public meeting will be on August 12, 1992, 5:30 p.m. at the Southeast Community Center. The agenda includes an invitation for the public to identify land uses that should be considered by the CAC in plannng for the Shipyard.

New Port Commissioners: Michael Huerta announced the Mayor's nomination of two new Port Commissioners, Ming Chang and Frank O'Neill. The nominees, which require approval by the Board of Supervisors, are expected to first participate in the second Port Commission meeting in August.

Revisions to Phase One Documents: Revised versions of the Statements of Facts and Issues for the following industries were distributed, which incorporate changes in response to comments from the Dolphin Club: Excursion Boats, Historic Ships, Ship Repair, Temporary and Ceremonial Berthing, and Recreational Water Users (revisions also were incorporated into the Land Use Evaluation Matrix for Recreational Water Users). The revisions, which call out water quality concerns, will be slightly revised further to incorporate a clarification suggested by Carl Hanson.

Dredging: Huerta explained that the panel discussion on dredging would not occur as calendared because some of the panelists could not attend. After he provided an overview of the purpose of the Long-Term Management Study (LTMS) to address dredging in San Francisco Bay, the Advisory Board requested the panel be rescheduled for the August 19th meeting.

Administrative Matters: Once a quorum of the Advisory Board was present, the minutes for the July 7, 1992 meeting were adopted. Chair Tufts expressed great frustration regarding the overall poor attendance record of the Advisory Board members. There was concensus that Chair Tufts should send a notice to all Advisory Board members, accompanied by the attendance roster, advising that appointing bodies will be notified of this problem for those members that have attendance problems. The by-laws of the Advisory Board empower the chair to excuse members that have 3 to 5 consecutive unexcused absences.

Community Outreach Program: Larry Florin explained the need for a community outreach program, with the objective of actively soliciting input from the public before concluding Phase One of the Waterfront Plan. During the month of August, Advisory Board members are requested to set up meetings with community, industry, environmental or other groups with which they are affiliated to give a briefing on the status of the Waterfront Plan, and to invite broad public participation. Staff will be available to assist Advisory Board members in those sessions.

Presentation by Toby Levine on the Port of Genoa: Levine shared highlights of her trip to the Port of Genoa, which adopted a strategic plan and master land use plan. Since then, Genoa has developed a diversity of projects (e.g. adaptive reuse of old warehouse for exposition center, space for incubator marine-related industry, a barge-supported museum) that may provide examples and inspiration for the Port of San Francisco's Waterfront Plan process.

2. Presentation by the Matthew Turner Foundation

Tom LaVell presented his proposal to build a (Class A) tall wooden ship in honor of Matthew Turner, who operated a number of fishing businesses and was a shipbuilder in San Francisco. The Matthew Turner would be built at China Basin and maintained by skilled laborers schooled at a training center for wooden shipbuilding, which is another component of LaVell's project. Having already secured commitment from the owner of the China Basin Building to build a dock facility for the ship, LaVell seeks temporary use of the land on the south side of China Basin Channel during the 7-month shipbuilding period. LaVell was advised to send a proposal for his short-term needs to Michael Huerta, for consideration by the Port Commission. He also was requested to submit a statement of long-term needs associated with historic ships to the Advisory Board in order for them to be included in the Waterfront Plan process.

3. Transportation Panel Discussion

Roger Peters, Acting Director of Cargo Services, Port of San Francisco: Peters primarily addressed truck and freight rail access to Port facilities. Due to state weight limitations, not all containers can be transported by truck on California's highway system. However, these "overweight" containers are allowed to travel on certain city streets, which are under local control. Thus, it is important for trucking and distribution support activities to be located in proximity to the container terminals, in order for cargo sourcing (packing and unloading of container contents) to occur without requiring access to the freeways. The development of Mission Bay for residential and commercial use, which will eventually displace trucking and distribution businesses currently operating there, will reduce the supply of land that can accommodate these support uses. Generally, the Port looks to the area between China Basin and Islais Creek for locating maritime-related industrial uses.

The Port maintains freight rail access via the Southern Pacific mainline (which also is used for commuter train service to the peninsula). The Port's objective is to implement improvements to provide more direct rail service to the North and South Container Terminals, and Piers 48 and 50 by constructing a rail bridge on Illinois Street over Islais Creek. This would eliminate the current use of a much more circuitous route through Mission Bay. Asked about the status of rail access to Hunters Point Shipyard, Peters indicated there currently are tracks between the Shipyard and the SP mainline, although he believes some modifications to improve rail geometry in certain areas and repairs may be necessary.

Jack Fleck, Department of Traffic and Parking
Bill Wycko, Department of City Planning

Fleck and Wycko provided an overview of traffic and transportation conditions along the waterfront, with Wycko providing background on the land use context. In Fisherman's Wharf, traffic problems generally arise out of conflicts between trips passing through the area and trips accessing the Wharf. In addition, there are traffic conflicts between retail and fishing businesses that result in double parked vehicles that clog streets. The general approach to resolve this is to organize traffic flows to minimize these conflicts through operational adjustments to items such as signalized intersections, curb parking zones, and better directional signage.

Along the mid-Embarcadero, one main issue will be the degree to which the roadway will be a "through" street versus one that accommodates access to Port facilities and cross streets. In addition, the question as to how the accommodation of traffic flows will be balanced with the incorporation of transit service and pedestrial access between the landside and bayside of the roadway. These issues, which have implications for the Port, are among those that will have to be addressed in the current Embarcadero Replacement project.

The Mission Bay project is an example of the type of land use implications for the Port from competing uses in the southern waterfront. By introducing residential and commercial development in a traditionally industrial area, characteristics of travel along Third Street are likely to change, creating more conflicts between travel by residents and commuters and traffic associated with industrial/heavy commercial business activities.

Similar conditions already exist in the South Bayshore area, where conflicts between truck traffic and neighborhood traffic on Third Street have become a controversial issue. In addition, two possible routes for a MUNI Metro extension are being considered for the South Bayshore: one along Third Street, the other on or near the SP mainline. If located on Third Street, street capacity for other traffic could be reduced. If the extension were run along the SP mainline, there could be implications for the time schedule during which the mainline is dedicated to freight rail service.

Carmen Clark, Transportation Authority: Clark explained the Transportation Authority plays two roles in transportation improvements: one as the local funding agency to provide the local share for transportation improvement projects, using the half-cent sales tax increase that was passed in 1990; the other as the designated agency to produce the city's Congestion Management Plan (CMP), which is required in order to be eligible for state transportation improvement funding. The agency currently is undergoing a financial strategic plan process to determine how best to spend the local share funding.

The CMP must establish performance standards which state the conditions under which the city's transportation system will operate. Formation of the CMP requires inter-agency cooperation, including the Port, in order to coordinate all components of the transportation system, as well as the interaction between land use activities and the transportation system. In a separate but related area, the city also must meet new air quality standards of the Clean Air Act. To the extent those standards are not met by the CMP, additional measures may be imposed to curb those deficiencies. Thus, solutions to transportation issues should be considered from a multi-modal perspective to ensure the most efficient method of responding to traveler needs.

The meeting was adjourned at approximately 8:15 p.m.

6

12

DOCUMENTS DEPT.

JUL 2 9 1992

SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, AUGUST 4, 1992
4:30 P.M

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, August 4, 1992, in the Port Commission Room at the Port of San Francisco office. The agenda for the meeting is as follows:

1. Approval of minutes from Advisory Board meeting of July 21, 1992

2. Staff Report

3. Discussion of land use designations for water-dependent activities.

***

If you would like to receive minutes of the meeting, or have comments or inquiries regarding the Port's waterfront planning process, please telephone 274-0354 and leave a message. A Port staff member will contact you as soon as possible.

agd8-21

DOCUMENTS DEPT.
AUG 13 1992
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of August 4, 1992

Attending Board Members: Chair Tufts, Bierman, Cervantes, Conley, Eschen, Flanagan, Gallette, Gee, Hanson, Levine, McCarthy, Millet, Mix, Moy, Moylan, Roth, Scott, Secchitano, Viera, Wallace, Walker, Woeste
Absent: Boston, Herrera, McWilliams
Attending Port Staff: Lung, Florin, Oshima

The meeting commenced at approximately 4:40 p.m.

1. Administrative Matters

Chair Tufts noted he met with Shirley Jones, Chair and Al Williams, Vice Chair of the Hunters Point Shipyard Citizens Advisory Committee (CAC). The Land Use and Economic Development Subcommittee of the CAC will be holding a public meeting on Wednesday, August 12th, 6:00 p.m. to hear suggestions on what types of land uses should be considered in the planning process for the Shipyard. Port staff and members of the Advisory Board are strongly encouraged to attend and participate. The meeting will be held at the Southeast Community Center at Phelps and Oakdale Streets.

The minutes for the July 21st Advisory Board meeting were unanimously adopted.

Advisory Board members discussed the manner in which the Community Outreach Program for the Waterfront Plan process should be pursued. The outreach program involves having Advisory Board members schedule briefings and/or meetings with the groups and constituencies they represent to update them on what has occurred in the past several months, as well as to seek community input on the preliminary recommendations for reserving land for water-dependent activities. Concern was expressed that some key organizations might not be contacted if the outreach program relied solely on presentations to the groups with which Advisory Board members are associated. A suggestion was made to develop a list of such key organizations that should be contacted by staff for receiving presentations. Also, it was suggested that Advisory Board members accompany staff to those presentations in order to participate in the exchange, and to report back to the full Advisory Board any comments that are aired.

2. Phase One Land Designations for Water-Dependent Activities

Larry Florin and Diane Oshima described the Port's staff approach to producing the first draft of the Phase One map, indicating areas to reserve for water-dependent industries. The overview and description of approach was followed by an explanation of the use designations for each site shown on the map.

(Please refer to the document "Preliminary Land Designations for Water-Dependent Activities - Key to Map" for a detailed description of the information presented at the Advisory Board meeting.) In summary, the main purpose of the Phase One map (once finalized) is to identify areas targeted for water-dependent activities in order to assess what Port property remains for other, non-maritime uses, which will be the subject of Phase Two of the Waterfront Plan. The draft map for Phase One of the Waterfront Plan establishes the following "primary use" categories, which together cover the range of

water-dependent activities and related ancillary and support uses that have been studied during the Phase One planning process: Cargo-related, Fishing-related, Recreational Boating and Water Use, Ship Repair, Ferry and Excursion Boats, and Historic Ships. The "Key to Map" document provides examples of the types of activities would fall into each primary use category definition.

Staff presented the first draft of the map for review by the Advisory Board and public which indicates for each primary use category 1) Proposed Designations - areas for which it is relatively certain that they should be reserved for the particular primary use category, and 2) Tentative Designations - tentative areas, which could be appropriate for reserving for a particular primary use category but which require further review before arriving at a conclusive recommendation. In most cases, the sites that are tentatively designated would also be considered for other land uses during the Phase Two planning process, in order to determine how the Port could identify the "highest and best use" of those sites while still assuring adequate land resources for water-dependent activities.

In addition to the two levels of designations described above, the Key to Map document identifies 1) sites currently used for water-dependent activities that are not proposed to continue in that use in the long-term future; and 2) areas that are outside of Port jurisdiction that could possibly accommodate some water-dependent activities.

The Advisory Board members requested that they be provided with individual copies of the draft map, while recognizing it is only the first version and is subject to substantial change. In addition, several members expressed discomfort with the "Proposed Designation" and "Tentative Designation" terminology used in the Key to Map document, because it may be misinterpretted as final recommendations. Staff agreed to come up with alternate titles for the draft map.

Staff completed its presentation of the approach to producing the draft map and a description of the individual land designations. Substantive discussion by the Advisory Board and public (including comments that come forward through the Community Outreach Program discussed above) regarding the appropriateness of the designations will continue at the September 1st Advisory Board meeting.

The meeting was adjourned at approximately 6:45 p.m.

DOCUMENTS DEPT.
AUG 13 1992
SAN FRANCISCO
PUBLIC LIBRARY

92

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, AUGUST 19, 1992
4:30 P.M

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Wednesday, August 19, 1992 in the Port Commission Room at the Port of San Francisco office. The agenda for the meeting is as follows:

1. Approval of minutes from Advisory Board meeting of August 4, 1992

2. Staff Report

3. Panel Discussion on Dredging in the San Francisco Bay Area

***

If you would like to receive minutes of the meeting, or have comments or inquiries regarding the Port's waterfront planning process, please telephone 274-0354 and leave a message. A Port staff member will contact you as soon as possible.

agd8-21

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES (Draft)
Meeting of August 19, 1992

Attending Board Members: Chair Tufts, Bierman, Boston, Cervantes, Conley, Eschen, Flanagan, Gallette, Gee, Herrera, Levine, McCarthy, Millet, Mix, Moy, Moylan, Roth, Secchitano, Viera, Woeste
Absent: Hanson, McWilliams, Scott, Wallace, Walker
Attending Port Staff: Huerta, Oshima

The meeting commenced at approximately 4:35 p.m.

1. Administrative Matters

The minutes for the August 4th Advisory Board meeting were unanimously adopted.

Executive Director Michael Huerta introduced Frank O'Neill to the Advisory Board, one of the two new Port Commissioners just confirmed by the Board of Supervisors.

The Advisory Board discussed whether the regular meeting of October 6th should be rescheduled since it is on Yom Kippur, and decided to adhere to that date. The regular meeting schedule for September and October 1992 is as follows: September 1, September 16, October 6, October 21.

2. Panel Discussion on Dredging

Panel Experts:

Tom Wakeman, U.S. Army Corps of Engineers
Steve Goldbeck, Bay Conservation and Development Commission (BCDC)
Barry Nelson, Save San Francisco Bay Association
Tom Gandesbery, San Francisco Regional Water Quality Control Board (RWQCB)
Jim McGrath, Port of Oakland
Karen Glatzel, Port of San Francisco
Veronica Sanchez, Port of San Francisco (Moderator)

Sanchez provided an overview of the purpose for scheduling the panel discussion. Dredging has become a critical issue for the Bay Area region. Due to rapidly decreasing capacity of disposal sites for dredge spoils and a growing understanding of environmental impacts of dredging that have not been focussed on in the past, the region faces limitations on the ability to dredge in the near- and long-term future. The impact of these developments have potentially profound effects on the economy of the region, which relies heavily on maritime activities, including its ports. Given that one of the objectives of the Waterfront Plan is to establish long-range policy for maritime industries, many of which require dredging, this panel discussion was scheduled to inform the Advisory Board and public of the relevant issues associated with dredging that need to be taken into account in developing such long-range land use policy for the Port.

Tom Wakeman: Wakeman provided an overview of the events leading up to the current "Long-Term Management Study" (LTMS) underway to address how to accommodate dredging in the Bay Area in the future. As Chairman of the LTMS effort, Wakeman coordinates the involvement of local, regional, state and federal agencies that have some purview over, or stake in dredging, including the Army Corps, EPA, California EPA, State and San Francsico Bay Regional Water Quality Control Board, BCDC, local Ports, fishing and recreational boating interests.

Given the historical importance of the Bay in region's economy, dredging has been accepted as a routine function, given that many areas have relatively shallow waters. Prior to 1972, there were 23 disposal sites for dredge spoils. With the introduction of BCDC and other environmental interests advocating against bay fill, dredge disposal sites since then have been reduced to three, the largest of which is near Alcatraz Island. Although Alcatraz initially was identified as a disposal site for the long-term, in 1982 mounding was discovered at the site, a result of dredge spoil deposits collecting at a rate that exceeded the ability of the Bay to disperse them. In addition to the issue this event raised with respect to disposal capacity, there were new concerns expressed regarding the environmental impacts of dredging that emerged through the 1980's, including those on fish populations and bay habitats, and toxic contamination of the Bay.

In light of the demand to dispose of 6-7 million cubic yards (mcy) of maintenance dredge spoils, plus those from new channel deepening projects, the objective of the $16 million LTMS is to set a 50 year strategy for disposing of dredged materials in an economically and environmentally feasible manner. The four year LTMS process is due to be completed in 1994 and consists of a complex and highly technical program of examining bay, ocean and upland disposal alternatives. The conclusions so far indicate that while ocean and upland alternatives offer potential new capacity, the cost of dredging overall will be more expensive than in the past.

Goldbeck: Goldbeck provided more detail on the upland disposal alternatives being examined by BCDC. In general, there are issues that need to be solved to make upland options feasible for broad application. These include the relatively high cost of transporting dredge spoils to upland disposal sites, and land ownership and local zoning and regulations that currently limit the number and type of disposal sites that can be created.

a) Creation of Welands: This involves using dredge spoils to raise the level of areas currently diked off from the bay or rivers to create wetland habitats. Two demonstration projects underway are the Sonoma Bayland s and Montezuma Slough. Given the beneficial effects of wetlands to the overall Bay ecology, the concept has broad support. However, there are cost and logistical problems (e.g. associated with transporting dredge spoils to wetland sites) that need to be overcome in order for this option to be commonly viable.

b) Levee maintenance: Levees in the Delta area continually require additional soil to to provide reinforcement and offset the effects of erosion. A significant issue that needs to be overcome to make this practice more feasible is the ability to desalinate dredge spoils collected from saltwater areas so that it does not contaminate the Delta fresh water supply, which is a source of drinking water for the region.

c) Landfills: Dredge spoils can be used for covering solid wastes disposed of at landfills, as well as for providing lining at the bottom of landfills to guard against leaching of landfill contaminants. Dredge spoils that are too contaminated for acquatic disposal may still be acceptable for landfill sites, where the solid waste itself is more contaminated than the dredged material.

d) Port expansion projects: Dredge spoils also can be used as fill for Port expansion projects, such as the Carnation terminal project at the Port of Oakland. Such dredge spoils must be relatively clean, in order to be considered for acquatic disposal. The port expansion and landfill alternatives, however, rely on the ability to first dry the dredge spoils to strengthen the integrity of the material. This poses logistical issues of where such operations could be provided to make these disposal options feasible.

Although not formally part of the LTMS review, there was some discussion acknowledging that some industrial reuse of dredge spoils does occur in the region through the production of bricks and sand.

Nelson: Save San Francisco Bay got involved in dredging issues in response to reports it received from Bay users, including fishermen, who noticed changes in the bay environment. The main environmental impacts of dredging are:

a) Smothering of bottom habitat: areas where dredge spoils are continually dumped lose their ability to support organisms that dwell on the bay floor and which form the bottom of the food chain. The loss of these benthic communities reduce the food supply for, and thus the population of fish in the bay. This has an environmental as well as an economic impact in a region that historically has supported the fishing industry.

b) Toxicity of dredge spoils: Given the region's industrial history, much of the dredge spoils contain high levels of toxic contaminants that pose environemntal hazards. Resolution of this problem is hampered by the lack of established standards for soil contaminants at this time.

c) Turbidity: Turbidity refers to the amount of suspended material stirred up in the water when dredge collection or dumping occurs. This has a negative impact on fish populations and other organisms that need clearer water.

d) Alcatraz: With the mounding discovered at Alcatraz, signaling that the disposal site is virtually at capacity, many from the environmental community do not believe any in-bay disposal should be continued, due to its negative environmental impacts. While it is recognized that dredging needs to continue in the Bay, an acceptable ocean disposal site should be identified. The prospects for upland disposal options, however, are the most exciting, given the relatively comparable costs between ocean and upland disposal, with particular interest in wetland creation which could result in a win-win situation with the potential to produce economic and environmental benefits.

Gandesbery: Gandesbery provided a comprehensive overview of the responsibilities of the RWQCB for the San Francisco Bay region, including protection of salt and fresh water, regulation against discharges that impair water quality, and protection and enhancement of beneficial uses such as wildlife habitats and recreational water use. With respect to dredging, the RWQCB is developing interim water quality testing guidelines and techniques for dredge disposal activities in order to produce more consistent data. Current water quality testing approaches often produce conflicting results. In addition, the RWQCB is working with clients who would like to dispose of dredge materials at the Sonoma Baylands and Montezuma Slough wetlands sites.

McGrath: McGrath indicated that, while the LTMS effort is critical to addressing dredging problems in the region in a coordinated fashion, cost-effective solutions are not guaranteed. The Port of Oakland has spent $5 million looking at 32 different options for disposing dredge spoils associated with its channel deepening project from 35 to 38 feet. This project was allowed to proceed in spite of the fact the LTMS has not been completed due to a remarkable set of conditions:

a) The impact of the economic recession emboldened the participation of shipping lines and unions to become politically active to ensure the authorizing LTMS legislation included language that provided for commencement of the 38 foot project this fall;

b) Support from the environmental community, who saw the potential for the generated dredge spoils to be deposited at the Sonoma Baylands wetland;

c) The relatively uncontaminated nature of the dredged spoils, based on test results that were very consistent;

d) The 500,000 cu. yds. of material generated could still be considered for disposal at Alcatraz.

Although these circumstances have enabled the project to proceed, Oakland's experience shows that the costs of dredging is much higher than in the past. Disposal at Montezuma Slough costs approximately $20 per cu. yd.; disposal costs for the use of dredge spoils as bay fill to expand Oakland's Carnation Terminal site ran $10 per cu. yd. Even if the costs of these disposal options were not an issue, there are not enough upland opportunities for disposal of dredge materials in the long-term; other disposal sites still need to be identified. The current costs of other disposal options also are much higher than the $2-3 per cu. yd. cost at Alcatraz in the past, and thus dredging will have an impact on how the Port of Oakland does business in the future.

McGrath also referred to the "Borrow Pit" disposal option, a 50 foot hole in the bay floor created when soil was extracted to create bay fill development, including the Oakland airport. Although environmentalists dispute the potential of this option pending more conclusive scientifically-based information, McGrath stated the Borrow Pit offers the potential for disposing of contaminated dredge spoils and capping it closed to prevent contamination of the water column, much like what has been done in Puget Sound.

Glatzel: Glatzel confirmed Oakland's experience in terms of the higher costs of dredging at the Port of San Francisco (POSF). Given those higher costs and the limited amount of dredging permitted in the interim while the LTMS is underway, POSF must prioritize all its dredging requirements and dredge only those facilities that have urgent and immediate needs. Glatzel presented materials showing the cost impact of upland vs. in-bay (Alcatraz) disposal. For newsprint cargo shipping, dredging costs went from 6% of total revenues for Alcatraz disposal to about 85% of total revenues for upland disposal. This example highlighted the types of tough business decisions that ports face in the future due to dredging.

In addition to the costs simply of disposing of dredge material, the overall costs of dredging are increasing due to more sophisticated lab testing required and the lack of well-defined testing protocols and standards in place. The LTMS process has been very helpful, however, as it has provided a recognized forum for the relevant agencies with dredging-related responsibilities to discuss approaches and procedures in a coordinated way.

Public Comment: Cliff Anfinson, Captain of the sport fishing vessel Bass Tub, made an impassioned plea to prohibit dredge disposal in the bay, due to the detrimental impacts on fish populations and the fishing industry.

The Advisory Board members engaged in discussion with the panelists as to what types of issues should be taken into account in the waterfront planning process regarding dredging, in light of the fact the LTMS project is still underway. Responding suggestions were to take into account relative revenues generated from different activities to assess whether they can accommodate dredging costs; have shipping companies make creative operational adjustments to continue to do business with fewer dredging requirements; maximize use of deep water areas for deep draft berth to minimize the need for dredging; and try to focus activities with dredging needs away from locations with toxic contamination deposits, so there is less potential for contaminating the water column by resuspending pollutants during dredging. In light of the cost implications of dredging, there will be an imperative to provide commercial development opportunities along the waterfront, in order to generate revenues to help offset the cost of staying in the maritime business (e.g. newsprint and breakbulk shipping, ship repair).

The meeting adjourned at approximately 7:10 p.m.

6-16advb

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, SEPTEMBER 1, 1992
4:30 P.M

The San Francisco Port Commission's Waterfront Plan Advisory Board will hold its next meeting on Tuesday, September 1, 1992 in the Port Commission Room at the Port of San Francisco office. The agenda for the meeting is as follows:

1. Approval of minutes from Advisory Board meeting of August 19, 1992

2. Staff Report

3. Advisory Board Discussion and Public Comment on the Preliminary Map for Phase One of the Waterfront Plan for Water-Dependent Activities

   NOTE: Copies of the preliminary map and accompanying commentary are available to the public in advance of the September 1st meeting. To obtain a copy, please call 274-0553 and leave your address and phone number, so that we can make arrangements for furnishing this document.

***

If you would like to receive minutes of the meeting, or have comments or inquiries regarding the Port's waterfront planning process, please telephone 274-0354 and leave a message. A Port staff member will contact you as soon as possible.

agd8-21

DOCUMENTS DEPT.
SEP 14 1992
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of September 1, 1992

Attending Board Members: Chair Tufts, Bierman, Boston, Flanagan, Herrera, Levine, McCarthy, McWilliams, Moy, Moylan, Roth, Secchitano, Viera, Walker
Absent: Cervantes, Conley, Eschen, Gallette, Gee, Hanson, Millet, Mix, Scott, Wallace, Woeste
Attending Port Staff: Huerta, Oshima, Florin

The meeting commenced at approximately 4:40 p.m.

1. Administrative Matters

Diane Oshima provided an overview of the schedule for upcoming presentations on the Waterfront Plan process and Phase One products to various community groups, and encouraged the Advisory Board members to pursue other arrangements for public presentations to maximize public outreach. Per their request, a schedule of the presentations will be sent to all the Board members. Suggestions were make by Board members for other organizations to receive these presentations: Citizens advisory group for the Presidio planning effort, Commonwealth Club.

The Board members also discussed other outreach efforts that should be considered for incorporation into Phase Two. The "Call for Interest" concept issued for the Presidio planning effort, where the National Park Service invited inquiries from organizations, businesses, etc. that would be interested in locating at the Presidio, was cited as a possible idea to incorporate into the latter part of Phase Two. Levine also pointed out there were a number of maritime-related organizations that responded to the Presidio call that should be considered for the waterfront. Staff indicated that the Phase Two process will be the subject of discussion by the Advisory Board and that the call for interest concept could be considered within the larger context of Phase Two.

The minutes for the August 19, 1992 meeting were adopted, as amended to incorporate minor revisions and corrections received from Jim McGrath, the panel member representing the Port of Oakland in the dredging discussion.

Oshima distributed proposed revisions to the Statements of Issues and Facts for the following water-dependent industries: Recreational Water Users, Excursion Boats, Historic Ships, Ship Repair, Fishing, Temporary and Ceremonial Berthing. The revisions addressed issues regarding water quality concerns, raised by the Dolphin Swimming Club. Although they do not have any direct effect on the mapping of water-dependent activities, the revisions identify an issue that will have to be addressed later in the planning process, including the EIR. The Advisory Board members did not express any opposition to the revisions.

2. Discussion of the Phase One Map of the Waterfront Plan

[The preliminary draft map for the first phase of the Waterfront Plan is intended to identify Port facilities to accommodate the needs of water-dependent activities, as identified through the extensive industry analyses conducted over the last eight months. The water-dependent activities are grouped into seven "primary use" categories, as shown on the map: Cargo-related, Cruise, Ship Repair, Ferries and Excursions, Recreational Water Users, Fishing-related and Historic Ships. Each category is intended to accommodate the full range of activities that are necessary in order for the primary use to exist at the Port of San Francisco, including support services and ancillary activities.]

There was concern as to what the impact the designations in the map have on existing uses, particularly those that do not conform with the designations. Oshima responded that, at this point, the map identifies long-range land use designations only. The Waterfront Plan ultimately will have to incorporate an implementation plan that establishes a process for determining how existing non-conforming operations would be accommodated in the interim or as grandfathered uses. Particularly in light of the fact the long-range use designations are premised on industry growth projections that have not been exhibited yet, the Port has no intention of displacing existing tenants upon adoption of the long-range use map.

The Advisory Board initiated discussion of the map by primary use category, starting with Cargo-related uses. There was substantial discussion, initiated by Marina Secchitano, regarding the status of Pier 46B, shown as a possible long-term site (through hatched coloring on the map) for cargo-related uses. Her concern is that this is a tie up facility for tug boats. Given that other tug companies have moved to Oakland, her concern (shared by other Board members) is that we do not displace them. Staff acknowledged the map should indicate waterside areas available to various industries (e.g. ferry and excursion operations, tug and tow vessels) that have ongoing layover berthing needs, including Pier 9, Pier 1, and Pier 46B.

Board members indicated a need to understand where the long-range use designations differ from those sites currently used for existing water-dependent activities. Staff indicated it will come up with some format for providing that information.

Board members commented that the western half of Pier 9 should be indicated as a possible location for ferry and excursion and/or cargo-related activities (colored with a yellow and blue hatched marking on the map).

In discussing the Ship Repair use category, there was discussion as to what impact the Hunters Point Shipyard would have if it were available for maritime uses. Potential use of that facility includes ship repair due to the presence of drydock facilities. If that were to occur, Pier 50 had been discussed as a potential site for a repair facility for Historic Ships. (The Advisory Board was informed that the preliminary map legend currently indicates Pier 50 should be used for cargo-related use if it is not used for a Ship Repair use). It was believed Pier 50 would be preferable for Historic Ship repairs and workshop because it would be visible and interesting to the general public, and thus perhaps more compatible with the Mission Bay development than cargo-related activities. (Executive Director Michael Huerta did describe the protections that are incorporated into the Mission Bay Plan and Development Agreement to protect the Port's ability to continue use of Piers 48-50 for industrial use, through the arrangement of land use buffers and title covenants.) Some Board members indicated that consideration of uses for Pier 50 should include less intensively industrial maritime uses.

Other discussion and questions regarding Hunters Point Shipyard were addressed by Tom Conrad, Planning Director for the Redevelopment Agency. In response to concerns expressed by Board members that possible maritime uses for Hunters Point identified in the Waterfront Plan process would not be readily considered by the Hunters Point Citizens Advisory Committee, Conrad indicated that one of the set of uses that have been identified in the planning process for the Shipyard is maritime activities. Thus, given that the Waterfront Plan process is ahead of the Hunters Point CAC process, the Waterfront Plan Advisory Board is well positioned to provide input on the types of maritime uses that should be considered. Larry Florin, who will be the Port staff liaison person to the Hunters Point planning process suggested having the Advisory Board develop a list of uses that he can enter into the planning process for that facility.

Discussion turned to address the Cruise primary use category. Board members expressed question as to why Pier 35 should not be designated the Cruise terminal. Although they understood the rationale is due to the Port Commission's existing policy statement indicating Piers 30-32 as a superior site for the Port's cruise terminal, some Board members stated their belief that until and when Pier 30 and 32 is developed, Pier 35 should be shown on the map as the designated cruise terminal. Some questions were raised by the Advisory Board regarding the status of the current Scandanavia Center proposal for Piers 30-32, which includes the cruise terminal. Huerta responded that the developer is still in the process of assembling the project investors, although the Port Commission's statement expresses support for a Pier 30-32 cruise terminal even if the Scandanavia Center proposal does not proceed. Huerta suggested that the Advisory Board can direct staff or send a letter to the Port Commission requesting it to revisit its policy statement for Pier 30 and 32 to confirm whether this position is still current, and to solicit a response to the Advisory Board idea of designating Pier 35 for now, instead of Piers 30-32.

Further comments on the preliminary draft map for Phase One will be continued on the October 6th meeting.

3. Staff Report

The State budget process has potentially far-reaching implications for the Ports of Oakland, San Francisco, Los Angeles, and Long Beach. Pending legislation [which has since been approved as part of the State budget package] would allow the local jurisdictions for each of the Ports discretion to take at least $4 million in funds from the Port to fund general fund operations. Should this occur, the Port would likely be placed on credit watch [which has since been declared], because we would not be able to cover our debt obligations. Further, this action freezes the Port's current efforts to refinance its loans. Although the Mayor's office has stated it is not inclined to put the Port in jeopardy, it remains to be seen what City action will be taken to balance its budget.

4. Public Comment

Comment was expressed that the public be allowed to interject comments in the discussion of the map, rather than reserve all public comments to the end of the meeting. Chair Tufts agreed that this practice would be followed.

The meeting was adjourned at approximately 7:00 p.m.

DOCUMENTS DEPT.
SEP 14 1992
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, SEPTEMBER 16, 1992
4:30 P.M

TOUR OF HUNTERS POINT SHIPYARD

The next public meeting of the San Francisco Port Commission's Waterfront Plan Advisory Board will be a tour of the Hunters Point Naval Shipyard. (This facility also is the subject of a public planning effort under the review of the Hunters Point Shipyard Citizens Advisory Committee.)

Although this is a public meeting, there will be a limited number of spaces for this tour; members of the general public will be accommodated on a first come, first served basis, as space allows. If you would like to take the tour, please call the Waterfront Plan hotline at 274-0354 and leave your name and phone number. A Port staff member will be in touch with you to confirm your reservation. The tour will begin from the Main Gate to the Shipyard.

* * *

NOTE: The Waterfront Plan Advisory Board is in the process of producing preliminary recommendations to reserve land for water-dependent activities, which constitutes the first phase of the Waterfront Plan. A draft map and accompanying commentary of those preliminary land use indications is available for public review and comment. To obtain a copy of this working document, please call the Waterfront Plan hotline, 274-0354, and leave your address and phone number so that we can make arrangements to furnish you with this document. The Advisory Board is scheduled to continue its discussion of the preliminary draft map at its meeting of October 6, 1992.

UPCOMING EVENTS ON THE WATERFRONT:

September 9, 1992, 11:00:	Dedication ceremony for improvements to the ferry terminal facilities at Pier 1/2.
September 12, 1992, 9:00 to 3:00:	Ferry Plaza Harvest Market, in front of the Ferry Building
October 2-4, 1992, noon to midnight:	Festa Italiana, at Pier 35

agd8-21

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, OCTOBER 6, 1992
4:30 P.M

1. Adoption of minutes for Advisory Board meeting of September 1, 1992 (There are no minutes for the September 16th meeting, which was the date of the tour of Hunters Point Shipyard.)

2. Staff Report

3. Continuation of discussion regarding preliminary recommendations for reserving Port property for water-dependent (including maritime) activities.

   NOTE: The preliminary recommendations to reserve land for water-dependent activities constitute the first phase of the Waterfront Plan. A draft map and accompanying commentary of those preliminary long-range land use designations is available for public review and comment. To obtain a copy of this working document, please call the Waterfront Plan hotline, 274-0354, and leave your address and phone number so that we can make arrangements to furnish you with this document.

NOTICE TO ALL PARTIES RECEIVING MAILINGS FOR THE WATERFRONT PLAN

Due to budgetary constraints now faced by the Port, we will have to revise our procedure for providing information regarding the Waterfront Plan planning process. Throughout the rest of September and the month of October, we request notification from any party that wishes to continue receiving Waterfront Plan meeting notices and information. You may write or call the Waterfront Plan hotline, 274-0354, and provide your name, address and phone number. In November, our mailing list will be revised to reflect only those names we receive; therefore, parties that have not notified the Port by the end of October will no longer receive Waterfront Plan materials unless specifically requested.

In addition, we regret to report that, beginning in November, we will no longer be able to mail meeting minutes on a routine basis. Copies of the minutes will be available at the Port office and at all Waterfront Plan Advisory Board meetings. Copies also will be mailed upon request, by calling the Waterfront Plan hotline, 274-0354.

agd8-21

DOCUMENTS DEPT.
SEP 29 1992
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of October 6, 1992

Attending Board Members: Chair Tufts, Bierman, Cervantes, Eschen, Flanagan, Gee, Herrera, Levine, McCarthy, Millet, Mix, Moy, Moylan, Roth, Secchitano, Viera, Walker, Wallace, Woeste
Absent: Boston, Conley, Gallette, Hanson, McWilliams, Scott
Attending Port Staff: Huerta, Florin, Ambrose, Oshima

The meeting commenced at approximately 4:40 p.m.

1. Staff Report

State Legislation Affecting the Port's Budget: Executive Director Michael Huerta briefed the Advisory Board about a bill passed by the State Legislature as part of approving the State budget, that gives authority to local jurisdictions to transfer surplus funds from ports operating on State tidelands to city general fund budgets. This two-year legislation affects the Ports of Oakland, Long Beach, Los Angeles and San Francisco. According to the formula contained in the law, the Mayor and Board of Supervisors have access to potentially $4.3 million of the Port's funds this year, and $4 million next year. For this fiscal year, 1992-93, the Mayor proposed diverting $1 million of the Port's funds, which was approved by the Board at its first reading.

As a result of this legislation, all four affected port authorities have been put on credit watch, as the potential loss of funds could put the outstanding bonds for each ports in jeopardy. The Port of San Francisco was informed by Standard & Poor that this legislation potentially undermines the autonomy that ports in California have historically enjoyed, which in large part attributed to their high bond ratings; this legislation could result in a drop in bond ratings for the ports, which would make it more expensive to finance capital improvements. Another result of this legislation is that the Port of San Francisco has had to halt work to refinance its bonds that was underway prior to passage of this legislation.

Although the legislation on its face affects surplus funds held in reserve, most of the Port's reserve funds cannot be spent, in order for the Port to meet its bond covenants. As a result, the transfer of funds to the City's general fund has come at the expense of making cuts in the Port's operating budget. An additional transfer of funds next year also would affect the Port's operating budget.

In response to questions from the Advisory Board, Huerta indicated that the $1 million transfer this year to the general fund does not jeopardize the Port's plan to improve rail tunnels to accommodate the transport of double stacked containers, a top priority project. However, this project would not be possible if the City took the full $4.3 million this year, or the $4 million next year, which would have a major negative impact on the Port's ability to compete in the container shipping business.

DOCUMENTS DEPT.
OCT 16 1992
SAN FRANCISCO
PUBLIC LIBRARY

Huerta agreed to the suggestion to present updated revenue projections to the Advisory Board once this year's budget is finalized.

BCDC Review of Repairs to Pier 43-1/2: Huerta provided an overview of an item that will be reviewed by the Bay Conservation and Development Commission, regarding repairs to Pier 43-1/2, which currently is used for public parking, public access, and passenger services for the Red and White ferry. The parking lot is under long-term lease to the Franciscan Restaurant, and is a use that existed before adoption of the McAteer-Petris Act, which established BCDC. The parking lot requires substantial repair, involving installation of new piles to support the pier. The Port's position is that since the use pre-dates the McAteer-Petris Act, repairs and maintenance work to continue that use do not require BCDC review. BCDC disagrees, stating that the new piles constitute new bay fill, which triggers BCDC's land use authority to allow only water-dependent uses on the repaired facility. Restricting activities to only water-dependent uses would preclude the facility from being used for parking.

This specific situation at Pier 43-1/2 raises a larger issue for all pile-supported structures along San Francisco's waterfront. The affect of BCDC's interpretation of the McAteer-Petris Act is that the Port and/or its tenants will be discouraged from maintaining or repairing their facilities if such repair will result in land use restrictions that would preclude continued operation of current uses along the waterfront.

The Port has requested several times for BCDC to provide specific definitions as to when repairs to facilities constitute "new" fill and thus the land use restrictions. Given that the Advisory Board is now in the process of developing the Waterfront Plan, this information is critical, in order to plan for uses of the Port's pier structures. Port staff will continue to monitor this issue and keep the Advisory Board apprised on any new developments.

Other Business: Larry Florin announced that a Request for Proposals (RFP) will be issued shortly, seeking consultant assistance in conducting a financial and economic impact analysis for the Waterfront Plan.

Diane Oshima requested the Advisory Board to revise its meeting schedule for November and December. Because of a change in the Port Commission meeting dates in those months, the Advisory Board will meet on Wednesday, November 4th; Tuesday, November 17th; and Tuesday, December 1st. There will be no second meeting in December. The Advisory Board's regular meeting schedule (first Tuesday, third Wednesday of the month) will resume in January 1993: Tuesday, January 5th; and Wednesday, January 20th.

Oshima distributed a memo describing the proposed approach for Phase Two of the Waterfront Plan, which will produce recommendations for non-maritime uses of the waterfront. Phase Two will be calendared for detailed discussion by the Advisory Board at its October 21st meeting.

2. Comments on the Hunters Point Shipyard Tour

In follow-up discussion since the Advisory Board's September 16th tour of Hunters Point Shipyard, Chair Tufts suggested that, based on the condition of the Shipyard and the time that will be required to remediate the site, it doesn't seem likely that it will be available to absorb much spillover demand for maritime use within the timeframe(15-20 years) of the Waterfront Plan. As a result, there is less need to incorporate contingency land use programs in the Waterfront Plan, as has been previously discussed. Many of the other Advisory Board members agreed.

The Advisory Board was informed that federal legislation has been passed that would indemnify the City for liability associated with toxic contamination of the site.

Florin and Peter Moylan reported on a workshop they attended, sponsored by the New Bayview Committee and Arms Control Research Center, which invited input from the local community on what should be developed on the Shipyard. Florin and Moylan stated there did not seem to be opposition to locating cargo-handling activities there, although it was acknowledged that ancillary activities such as truck and freight rail access to the Shipyard through the surrounding neighborhood would have to be planned in a sensitive manner.

3. Comments on the Map of Water-dependent Industries (Phase One)

Florin distributed memos summarizing the Advisory Board and public comments received on the Phase One map so far. He then picked up from the last Advisory Board meeting by inviting comments on the designation for the Cruise industry; in recognition of current Port Commission policy, the Phase One map indicates Piers 30-32 as the long-term site for a passenger cruise terminal, rather than the current terminal location at Pier 35.

A number of Advisory Board members indicated support for retaining the long-term cruise terminal operations at Pier 35, but acknowledged that this would conflict with current Port Commission policy. Until that policy is revisited by the Commission, Huerta suggested that the Piers 30-32 be a provisional designation in the Phase One recommendations.

In response to Advisory Board questions, Huerta indicated that the sponsor for the Scandanavia Center International project is still trying to secure some financial investors before seeking permit approvals for the development. Huerta indicated that the Port Commission is inclined to schedule a status report on this project at one of its upcoming meetings to consider whether it should set a specific schedule for the securing project financing. This would provide an opportunity for the Advisory Board to participate in the discussion as to whether Pier 35 should be designated for cruise operations.

Advisory Board members discussed the pros and cons of Piers 35 vs. Piers 30-32 as the cruise terminal site. Pat Flanagan questioned the rationale for relocating the cruise terminal to Piers 30-32, in light of the fact that the cruise industry experts indicate there is no projected growth in cruise business in San Francisco. He indicated that the Fisherman's Wharf community wants Pier 35 to continue as the cruise terminal. Nan Roth and Denise McCarthy also stated their support for keeping Pier 35 for cruise operations. Huerta pointed out that studies show that modern cruise terminals operate as "gateway" facilities that attract other commercial activities that would generate revenues for the Port. Chair Tufts pointed out that there are fewer dredging requirements at Pier 30-32 than Pier 35.

Toby Levine indicated there needed to be a comparative analysis of the potential economic development benefits of keeping the terminal at Pier 35 vs. those associated with building the terminal at Piers 30-32, which could serve as an anchor for other revenue-generating development south of the Ferry Building. Such analysis would have to take into account the costs associated with substantial improvements to upgrade the Pier 35 facility, plus economic development opportunities on Port property near Pier 35, compared with the cost of building a new terminal at Pier 30-32 and the benefits derived from new economic development spurred by a new cruise facility in the South of Market waterfront area. Roth also suggested that the financial analysis compare investments that are made by the Port vs. those by outside developers.

In response to a question, Huerta indicated that the Port has not received any other proposals for new permanent development of Pier 30-32. There have been a number of temporary operations and uses of Pier 30-32 proposed, however none of them have been pursued by those sponsors. The Port is looking into other uses for Pier 35. An RFP was issued recently to invite proposals from events management companies to operate Pier 35. The events manager would arrange activities at Pier 35 and coordinate them with the cruise schedule.

Many Advisory Board members stated their desire to have the Port Commission reevaluate its position regarding the Scandanavia Center project to determine if it still supports Pier 30-32 as the cruise terminal site. There was concensus that Chair Tufts should represent the Advisory Board at the Port Commission meeting discussion on the Scandanavia Center project, and explain the Board's difficulty in concluding the Phase One recommendations until a decision is reached on which site is preferred for the cruise terminal. Huerta indicated the Advisory Board could leave their options open, and focus on alternative land uses for both sites.

An architect sitting in the audience, who claimed to have experience in designing the cruise terminal in Manila stated that cruise terminals do not make money. He further stated that if developers are forced to finance a new cruise facility, they would not pursue the project. With regard to Pier 30-32, he does not believe that site could handle the new, larger passenger ships without some dredging.

Florin suggested that the discussion on the Phase One map at the next meeting focus on specific designated uses which the Advisory Board disagrees with. Members of the pulbic were also strongly encouraged to forward in writing to staff any recommendation that they may have regarding the Phase One map before the next meeting.

The meeting was adjourned at approximately 6:40 p.m.

6-16advb

DOCUMENTS DEPT.
OCT 16 1992
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, OCTOBER 21, 1992
4:30 P.M

1. Adoption of minutes for the Advisory Board meeting of October 6, 1992

2. Staff Report

3. Conclusion of discussion regarding preliminary recommendations for reserving Port property for water-dependent (including maritime) activities.

4. Comments and discussion pertaining to the proposed approach for the planning process followed for Phase Two of the Waterfront Plan, which will focus on defining the range of, and locations for non-water-dependent uses.

NOTE: The preliminary recommendations to reserve land for water-dependent activities (which is are the subject of Item 3 above) constitute the first phase of the Waterfront Plan. A draft map and accompanying commentary of those preliminary long-range land use designations is available for public review and comment. To obtain a copy of this working document, please call the Waterfront Plan hotline, 274-0354, and leave your address and phone number so that we can make arrangements to furnish you with this document.

NOTICE TO ALL PARTIES RECEIVING MAILINGS FOR THE WATERFRONT PLAN

Due to budgetary constraints now faced by the Port, we will have to revise our procedure for providing information regarding the Waterfront Plan planning process. **Throughout the rest of September and the month of October, we request notification from any party that wishes to continue receiving Waterfront Plan meeting notices and information.** You may write or call the Waterfront Plan hotline, 274-0354, and provide your name, address and phone number. **In November, our mailing list will be revised to reflect only those names we receive; therefore, parties that have not notified the Port by the end of October will no longer receive Waterfront Plan materials unless specifically requested.**

In addition, we regret to report that, beginning in November, we will no longer be able to mail meeting minutes on a routine basis. Copies of the minutes will be available at the Port office and at all Waterfront Plan Advisory Board meetings. Copies also will be mailed upon request, by calling the Waterfront Plan hotline, 274-0354.

agd8-21

SF
358
2
1/21/92

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of October 21, 1992

Attending Board Members: Chair Tufts, Cervantes, Eschen, Flanagan, Herrera, Levine, McCarthy, Millet, Moylan, Roth, Secchitano, Viera, Wallace, Woeste
Absent: Bierman, Boston, Conley, Eschen, Gallette, Gee, Hanson, McWilliams, Mix, Moy, Scott, Walker
Attending Port Staff: Florin, Oshima

DOCUMENTS DEPT.
OCT 29 1992
SAN FRANCISCO
PUBLIC LIBRARY

The meeting commenced at approximately 4:35 p.m. Approval of minutes was deferred to later in the meeting, for lack of a quorum.

Julia Viera, joined by other Advisory Board members, expressed her frustration that the planning process for this project is taking too long. There was consensus that the Advisory Board meetings needed to be kept more tightly focussed on the issues that are directly relevant to developing the Waterfront Plan. Although acknowledging the difficulty in determining the proper balance between presenting information and public discussion, the Advisory Board felt staff reports and Advisory Board discussions should be minimized by eliminating extranaeous information. Concern also was expressed about the ongoing attendance problems of the Advisory Board members, and the limitations on the planning process posed by lack of having a quorum present. Although one Advisory Board member suggested revising the meeting rules to reduce the number of Board members necessary to make a quorum, others opposed such a move out of concern that the Waterfront Plan would lose input from important constituencies represented by the missing Board members.

Chair Tufts indicated that his past efforts to improve attendance has been effective, and he directed staff to draft another letter asking Advisory Board members to be more conscientious about attending the meetings. He also indicated that meetings would begin no later than 4:35 p.m., whether or not a quorum was present. [Further discussion regarding this issues, as related to the next phase of the planning process for the Waterfront Plan, is included below under "Discussion of Phase Two".]

1. Staff Report

Larry Florin reminded the Advisory Board that the Request For Proposals (RFP) for the financial and economic impact study for the Waterfront Plan has been issued. He requested that if any of the Advisory Board members have provided copies of the RFP to prospective consultants, please contact Paul Osmundson (274-0546) to ensure he invites the consultants to the pre-proposal conference.

Florin presented a draft letter to the Peninsula Corridor Joint Powers Board for signature by Chair Tufts on behalf of the Advisory Board. The draft letter supports the Port's request for some funds from the I-280 Transfer Concept Project to make tunnel improvements to enable double-stacked containers on trains to and from the Port's container terminals. The letter was approved by the Advisory Board on a vote of 14-1.

2. Phase One Preliminary Recommendations for Water-Dependent Uses

Diane Oshima reviewed the proposed revisions to the Phase One map to respond to the Advisory Board discussion to date:

a) Clearly specify that waterside areas adjacent to Piers 46B, 1, and 9 (in addition to waterside areas next to piers designated in solid colors for Cargo, Fishing, Historic Ships, Ferries/Excursions, Cruise facilities and Recreational Water Use) are available for use for berthing of vessels associated with ongoing maritime activities, including support services. (Even though Piers 46B, 1 and 9 may be used for non-maritime activites, the Advisory Board wants the waterside areas to remain available for vessel berthing.)

b) Hatch the western half of Pier 9 for potential use for cargo-related, or ferry and excursion use.

c) Hatch a portion of Pier 40 to allow consideration in Phase Two of non-maritime uses on the facility, in order to generate revenues to support operation of the South Beach Harbor.

d) Hatch the backland area adjacent to Pier 70 for potential use for cargo-related operations, in recognition of conditions set by the BCDC/MTC as part of the Mission Bay land exchange to establish priority policies supporting maritime uses in the southern waterfront area.

e) Specify the (approximate) area in Aquatic Park where recreational water use (including swimming) would continue to be allowed.

[The following revisions to the map (which are described further below) were agreed upon by the Advisory Board following their discussions in the course of the October 21st meeting:

[f) Hatch Pier 35 and Piers 30-32 for potential use for cruise operations, in order to keep land use options open for both facilities.

[g) Hatch Islais Creek for potential use for recreational boating and water use.]

In response to a question from the Advisory Board, Oshima indicated that although the Phase One designations are based on extensive research and public review, they are preliminary recommendations. If new issues and/or land use choices emerge in subsequent phases of the planning process, the Advisory Board may chose to revisit their designations for water-dependent uses, in order to reconcile any conflicts in policy prior to producing a comprehensive Waterfront Plan.

Questions were raised by several Board members regarding the status of designations for the Cruise industry. There was confusion as to whether both Piers 30-32 and 35 should be hatched, or if any designations related to the Cruise industry should wait until after the Port Commission discusses the status of the Scandanavia Center International project (which includes a cruise terminal). The Advisory Board decided to proceed with hatching both sites, which would allow it to continue to consider the pros and cons of each site, as new information becomes available.

Public comments regarding the cruise terminal were received by the Board. Mike Berline, representing the Fisherman's Wharf Citizens Advisory Committee, recommended that no single site be chosen at this time. He stated that cruise operations should not be moved from Pier 35 unless it can be proven that another sight could be developed that would

result in a superior facility. Berline pointed out that Pier 35 has more floor area than Pier 30-32. Bob Tibbits, representing the Telegraph Hill Dwellers, quoted existing City policies that support continued use of Pier 35 for cruise operations.

Dehnert Queen presented his proposal to add another roadway alternative for the Embarcadero Replacement project EIR.

Tom Conrad, Planning Director for the Redevelopment Agency, was asked to provide details regarding the Agency's request to have a portion of Pier 40 hatched. He explained that the Agency has been trying to identify uses, in addition to marina support activities currently operating there, that could generate revenue to support operation of the South Beach Harbor. Although past discussions have included the possibility of developing a hotel on Pier 40, the Agency and Redevelopment Commission are open to considering any use that would meet their revenue needs, including marine-related offices. In response to a question, Conrad indicated that there is no record of the Redevelopment Commission either supporting or opposing a hotel on Pier 40.

A number of people expressed support for hatching a portion of Pier 40, therefore maintaining flexibility in deciding what uses are appropriate for this facility. Toby Levine recognized this need to keep an open mind. Pat Flanagan pointed out that Pier 40 is a good example of a larger situation faced by the Port, where existing regulations on waterfront development hamper the ability to generate the revenues necessary to support the maritime industries and public uses that everyone wants.

Rick Mariani, representing the Rincon Point-South Beach Citizens Advisory Committee, also expressed support for keeping options open for revenue uses on Pier 40. He also stated that the Port should maximize its options for how to develop Pier 30-32, rather than designate the site exclusively for a cruise terminal, because it is one of the Port's largest development (and revenue) opportunities.

Jeff Brown, an avid recreational boating and water user, argued for designating Warm Water Cove and Islais Creek as recreational boating and water use sites, in light of the fact that many of these uses currently occur at these locations. He also raised the issue of whether the areas designated for recreational water use in the Mission Bay area east of China Basin Street should be designated as open space. In response to the last point, Oshima explained that open space designations have not yet been established, and that this was one issue that would be addressed in Phase Two of the planning process. She pointed out that final recommendations for the Waterfront Plan could propose that the stretch of land along China Basin Street be designated for both recreational water use and open space.

In response to Brown's comments about Islais Creek, Julia Viera outlined the Friends of Islais Creek proposal to improve the Creek by cleaning up the area and developing facilities to enhance public use, including recreational boating and water activities. There was consensus among the Advisory Board that this area be hatched to acknowledge that these plans are in progress, rather than to have no designation noted on the Phase One map.

Even though it is not under the control of the Port, there was consensus among the Advisory Board members that land designations for the Warm Water Cove area should be included in the Phase One map because it is contiguous with Port property. However, no conclusions were drawn about what use(s) should be designated. Although Brown had advocated for use of that site for recreational water use, it was also pointed out that existing Seaport Plan policy calls for the area (along with adjacent properties) to be used for a marine terminal and maritime uses. In addition, there are potential environmental issues associated with an area that may support a wetland habitat. The Advisory Board advised staff to return with recommendations for this site.

3. Discussion of Phase Two of the Waterfront Plan

Oshima provided a summary of the proposed process for Phase Two, which is broken into four main steps (see detailed description in the Memorandum to Waterfront Plan Advisory Board, dated October 6, 1992): 1) Hold open forum discussions and solicit the public's ideas and visions for what kinds of activities and developments should be considered for the San Francisco waterfront; 2) Conduct workshops, inviting people with expertise in development (including public and open space features) to present development concepts and discuss issues associated with developing along the waterfront; 3) Conduct research and fact finding to provide land use and planning information to the Advisory Board and public, which would be used to develop land use alternatives (Step 4).

Great concern was expressed by several Advisory Board members regarding the length of time expended to complete these four steps. Although Steps 1 and 2 did not appear to cause a problem with the Board, there was consensus that staff reconsider the proposed work program to reduce the amount of time spent towards fact finding and identify ways in which the process could produce land use alternatives more quickly. The staff will provide a revised proposal at the next Advisory Board meeting.

The meeting was adjourned at approximately 6:45 p.m.

F
>58
I 1
/4/92

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, NOVEMBER 4, 1992
4:30 P.M.
(Please note this change in meeting date*)

DOCUMENTS DEPT.
OCT 29 1992
SAN FRANCISCO
PUBLIC LIBRARY

1. Adoption of minutes for the Advisory Board meetings of October 6 and 21, 1992

2. Staff Report

3. Beginning Phase Two of the Waterfront Plan: Solicitation for Public Input Describing Desirable and Appropriate Development Along the San Francisco Waterfront (see the reverse side for more information).

NOTE: The Waterfront Plan Advisory Board completed its discussion regarding land designations for water-dependent activities (including maritime industries), which was the subject of Phase One of the Waterfront Plan. Copies of these preliminary recommendations are available to the public. If you would like to obtain a copy, or have any questions regarding the Waterfront Plan project in general, please call the Waterfront Plan hotline, 274-0354, and leave your name and phone number so that the Port staff can follow up on your request.

NOTICE TO ALL PARTIES RECEIVING MAILINGS FOR THE WATERFRONT PLAN

Due to budgetary constraints now faced by the Port, we will have to revise our procedure for providing information regarding the Waterfront Plan planning process. **Through the month of October, we request notification from any party that wishes to continue receiving Waterfront Plan meeting notices and information.** You may write or call the Waterfront Plan hotline, 274-0354, and provide your name, address and phone number. **In November, our mailing list will be revised to reflect only those names we receive; therefore, parties that have not notified the Port by the end of October will no longer receive Waterfront Plan materials unless specifically requested.**

In addition, we regret to report that, beginning in November, we will no longer be able to mail meeting minutes on a routine basis. Copies of the minutes will be available at the Port office and at all Waterfront Plan Advisory Board meetings. Copies also will be mailed upon request, by calling the Waterfront Plan hotline, 274-0354.

*Due to the holiday season in November and December, the Advisory Board meeting dates will differ from the standard meeting schedule (first Tuesday, third Wednesday of each month). The meeting dates for the rest of the year will be on November 4th, November 17th, and December 1st; there will be no second meeting in December.

October 28, 1992

TO: Waterfront Plan Advisory Board Members and Interested Parties

FROM: Diane Oshima & Larry Florin, Waterfront Plan Project Coordinators

RE: **WHAT'S YOUR VISION FOR THE SAN FRANCISCO WATERFRONT?**

At the upcoming meetings of the Waterfront Plan Advisory Board on November 4, November 17, and December 1, 1992 there will be an opportunity for the Advisory Board and public to express what they ideally would like to see on the waterfront.

From the outset in the planning process, the Advisory Board stated its desire to develop to the maximum extent possible a Waterfront Plan that is visionary, that will establish a blueprint for reactivating the waterfront to create an environment that attracts people and a variety of activities to this extraordinary part of the City. This objective, which is supported by the Port's strategic mission of "Creating a Balanced and Diverse Waterfront Everyone Can Be Proud Of, Mindful of Tradition While Looking Toward Tomorrow", requires public participation and support if it is to be successfully achieved.

We are now at the threshold of describing in specific terms the qualities, the land uses, the characteristics that embody the hopes and dreams of what the waterfront can become. We invite everyone to join in these open forum sessions where ideas will be exchanged and recorded. We are very fortunate to have Teresa Rea, Vice President of pbr planning consultants as the facilitator for these public forums. Teresa has extensive experience in conducting such public discussions.

The dialogue at these meetings will be unstructured; comments and remarks may be offered freely without following any particular order or hierarchy. As they are aired, they will be recorded on paper and sorted into the following general categories:

Public Access
Environmental Quality
Historic Preservation
Employment
Land Uses, Activities and Events
Open Space and Recreation
Transportation/Circulation
Port Financial Concerns/City Fiscal Concerns
Urban Design
Other Ideas

Here are some examples of statements that could be expressed at these sessions:

"I wish I could get to more of the waterfront edge."

"I want to see more high-paying blue collar jobs produced."

"I think a designated park for skateboarders is a good idea."

"Because the waterfront is a source of pride to San Francisco, any new development should be sensitively designed to respect its history and environment."

"We need new development that generates revenues for the Port."

"I wish there was a place where I could take my kids where they could learn about Bay wildlife."

We look forward to hearing about <u>your</u> ideas and visions for the San Francisco waterfront on November 4, November 17th and December 1st. If you are unable to attend these meetings, send your ideas in writing and we'll incorporate them with those that are aired.

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, NOVEMBER 17, 1992
4:30 P.M.
(Please note this change in meeting date*)

1. Adoption of minutes for the Advisory Board meetings of October 6 and 21, and November 4, 1992

2. Staff Report

3. **Beginning Phase Two of the Waterfront Plan: Invitation to the Public to Describe Desirable and Appropriate Development Along the San Francisco Waterfront** (please see the reverse side for more details).

4. Discussion of Planning Process for Phase Two of the Waterfront Plan

NOTE: The Waterfront Plan Advisory Board completed its discussion regarding land designations for water-dependent activities (including maritime industries), which was the subject of Phase One of the Waterfront Plan. Copies of these preliminary recommendations are available to the public. If you would like to obtain a copy, or have any questions regarding the Waterfront Plan project in general, please call the Waterfront Plan hotline, 274-0354, and leave your name and phone number so that the Port staff can follow up on your request.

-***-

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

*Due to the holiday season in November and December, the Advisory Board meeting dates will differ from the standard meeting schedule (first Tuesday, third Wednesday of each month). The meeting dates for the rest of the year will be on November 17th and December 1st; there will be no second meeting in December.

agd8-21

DOCUMENTS DEPT.
NOV 13 1992
SAN FRANCISCO
PUBLIC LIBRARY

DOCUMENTS DE
NOV 13 1992
SAN FRANCISCO
PUBLIC LIBRARY

November 10, 1992

TO: Waterfront Plan Advisory Board Members and Interested Parties

FROM: Diane Oshima & Larry Florin, Waterfront Plan Project Coordinators

RE: **WHAT'S YOUR VISION FOR THE SAN FRANCISCO WATERFRONT?**

The upcoming two meetings of the Waterfront Plan Advisory Board on November 17th and December 1st, 1992 will continue the open public forum discussion to help define the range of activities that should be provided along the waterfront. **We actively invite you and your neighbors and associates to join in on this very important part of the Waterfront Plan process!**

From the outset in the planning process, the Waterfront Plan Advisory Board stated its desire to develop to the maximum extent possible a Waterfront Plan that is visionary, that will establish a blueprint for reactivating the waterfront to create an environment that attracts people and a variety of activities to this extraordinary part of the City. This objective requires public participation and support if it is to be successfully achieved.

At its last meeting on Noveber 4th, the Advisory Board initiated public discussion to begin articulating what the "vision" for the San Francisco waterfront should be. This first session brought forth many interesting concepts and ideas that define in specific terms the land uses and development characteristics that should be provided on Port property. The exchange of ideas by the Advisory Board members and citizens stimulated discussion and thus inspired additional expressions of activities that are desirable.

All of the statements aired at the meetings (or received by mail) are being recorded in writing, and provide the base for further discussion at the November 17th and December 1st Advisory Board meetings. We are very grateful to Teresa Rea, Vice President of pbr planning consultants for her continuing assistance as the facilitator for these public forums.

The Port is genuinely interested in <u>your</u> ideas and visions for the San Francisco waterfront, and actively encourages your participation. Let your friends and associates know about these sessions too. The dialogue at these meetings is unstructured; comments and remarks need not be refined, and they may be offered freely without following any particular order or hierarchy. Here are examples of some of the statements recorded at the November 4th session:

> *"Build a visitor center in the Ferry Building, with a museum that includes exhibits about San Francisco history."*
>
> *"How about a swimming barge that is anchored between the Ferry Building and China Basin?"*
>
> *"Develop a Playland-type amusement park on the waterfront--possibly at Piers 30-32."*
>
> *"Provide a continual transportation system that connects the northern and southern waterfront and thus makes the waterfront readily accessible."*
>
> *"Develop revenue-generating uses that also enhance public use of the waterfront."*

We hope to see you at upcoming Advisory Board meetings. If you are not able to attend but would still like to share your ideas, jot them down and send them to: Waterfront Plan Advisory Board; Port of San Francisco; Ferry Building, Suite 3100; San Francisco, 94111.

SF
258
2
11/17/92

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

DOCUMENTS DEPT.
NOV 23 1992
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of November 17, 1992

Attending Board Members: Chair Tufts, Bierman, Eschen, Gallette, Gee, Hanson, Herrera, Levine, McWilliams, Millet, Mix, Moy, Moylan, Roth, Wallace, Walker
Absent: Boston, Cervantes, Conley, Flanagan, McCarthy, Scott, Secchitano, Viera, Woeste
Attending Port Staff: Oshima, Florin

The meeting commenced at approximately 4:40 p.m. Minutes for the October 21st and November 4th meetings were approved unanimously; minutes for the October 6th meeting was deferred pending the incorporation of some revisions.

1. Visions for the Waterfront

Diane Oshima invited the Advisory Board members and citizens to continue the public discussion of "vision" statements, describing desirable activities and characteristics of development that should be considered for Port of San Francisco property. Minutes of the November 4th meeting, which contain a list of all comments that were received, were distributed; in addition, other comments that were received in writing were distributed so that everyone has a complete record of the "visions" that have been described. Teresa Rea, Vice President of pbr planning consultants, continued as facilitater in the exchange of ideas and comments.

The lists below include comments aired at the November 17th meeting, as well as those received previously at the November 4th Advisory Board meeting and in writing.

OPEN SPACE AND RECREATION

- Develop a park south of the Ferry Building.
- Provide a beach and children's wading area south of the Ferry Building that's readily accessible to the public.
- Provide more children-oriented play areas south of the Ferry Building.
- Provide for a public swimming barge, anchored somewhere between China Basin and Fisherman's Wharf, with a capacity for 500-1000 people.
- Provide an enclosed water area at Mission Rock for public sailing and mooring of small boats, and temporary mooring for visiting sailors at nominal rates (e.g. Boston). Landside parking at reasonable cost and public restroom/facilities should also be provided.
- Provide for open space development around Warm Water Cove.
- Develop a Playland-at-the-Beach type of amusement park on the bay waterfront--possibly at Piers 30-32.

- o Locate bike rental businesses along the waterfront that readily serve visitors as a recreational activity, and as a means to improve public access [x-ref: public access].
- o Develop an interpretive center for the natural vegetated area planned for Pier 98 [x-ref: environmental quality].
- o Design open space amenities that meet the needs and interests of San Franciscans.
- o Consider relocating the Vallaincourt Fountain from Justin Herman Plaza to a new waterfront park.

PUBLIC ACCESS

- o Provide opportunities for people to view maritime activities.
- o Provide observation towers that allow public viewing from a distance, for operations that cannot accommodate direct public access.
- o Provide public access for small boat users from the water to landside activities (e.g. Granville Island in Vancouver).
- o Provide a designated bike and running trail along the waterfront, that is protected from traffic.
- o Enhance and highlight the regional Bay Trail as a public access feature along the waterfront.
- o Improve pedestrian access to provide easy crossing over to the waterfront edge.
- o Provide an elevated public access walkway for public viewing of passenger ship activities.
- o Provide public access that responds to the needs of senior citizens too (also applies to land use activities, transportation services along the waterfront).
- o Provide improvements that attract San Franciscans to the waterfront.

URBAN DESIGN

- o Develop an open architectural design that facilitates connections to the water and between activities.
- o Maintain and complement historic design features of existing waterfront structures [x-ref: historic preservation].
- o Provide buffers between conflicting land uses activities.
- o Provide visibility for businesses located on the waterfront.
- o Provide connections and transitions between public activities along the waterfront.

- o Renovation of the Ferry Building should incorporate a "transparent" design that establishes a visible as well as physical connection between the downtown and the water.

- o Support adaptive reuse of the finger piers for community-oriented activites (e.g. Fort Mason), which would retain the historic character and image of the San Francisco waterfront [x-ref: historic preservation].

- o Minimize visual obstructions towards the waterfront, and allow greater opportunities to view shipping and other waterside activities.

- o Incorporate public art into new development and open spaces.

HISTORIC PRESERVATION

- o Preserve the Ferry Building as a regional transportation center/anchor. The Ferry Building should be renovated with an open design to again operate as a gateway between the water and downtown [x-ref: land uses, activities].

- o [See Urban Design and Land Use categories for other suggestions related to historic preservation.]

- o Allow a large area to accommodate berthing for a large historic ship/sailing vessel, which could accommodate a restaurant, conference center and other activities oriented for public enjoyment.

EMPLOYMENT

- o Develop more support for increased break bulk shipping activities (and associated jobs) in the Northern Waterfront by opening up viewing areas for the public [x-ref: public access]

- o Explore opportunities for developing a film center in the Bayview/Hunters Point area to generate jobs for local residents.

- o Provide opportunities on Port property for incubator industries, particularly those related to maritime technology and industry.

- o Provide opportunities on Port property for not-for-profit organizations.

- o Identify appropriate retail opportunities that can be incorporated into waterfront development, that would generate revenues and has its own distinct character (e.g. environmental/conservation-oriented, rather than T-shirt shops and tourist-oriented services).

- o Consider locating an education and job training center on Port property.

- o Consider locating an education and training center for ship building on Port property.

LAND USES, ACTIVITIES, AND EVENTS

- Allow two floors in pier structures to make more efficient use of the volume of space provided.
- Allow a Sailing Center, which provides an Americas Cup-type of yachting facility.
- Consider allowing hotel development, as part of a mix of activities that attract people to the waterfront.
- Define parameters in which hotels would be acceptable.
- Ensure that waterfront activities relate compatibly with the mix of land uses in the adjacent neighborhoods and districts.
- Demolish dilapidated piers.
- Allow a place to dock the Lurline #4 for hotel use. The docking facility would need to also provide parking (perhaps two floors of spaces).
- Provide public restroom facilities along the waterfront; they could be combined with kiosks that also allow opportunities for snack sales or other services to the public.
- Develop a train museum, reflecting the influence of rail service on the waterfront and in the City.
- Allow live-work space on the waterfront.
- Develop waterfront activities that are better oriented towards children's needs and interests.
- Consider allowing jail barges (suggested as a revenue-generating use).
- Develop a sports arena with a glass top that provides an public access overlook feature, which can accommodate sports events and conventions, possibly at China Basin (suggested as a revenue-generating use).
- Allow housing on inland sites, with a terraced design as the developments extend towards the Bay.
- Develop a Pacific Rim-World Trade Center, which includes a passenger terminal and maritime-related businesses (e.g. Hong Kong).
- Provide an open air amphatheatre in the Aquatic Park area.
- Allow for a fresh fish market, selling a complete array of local and non-local fish and seafood (e.g. Pike's Place).
- Allow operation of a fish canning business to serve recreational and sport fishing activities.
- Allow the Queen Mary to come to San Francisco. It is a public attraction and activity center as well as a hotel.
- Reestablish the Ferry Building as a gateway regional and local transportation center [x-ref: transportation].

- In the long-term (aprox. 50 years into the future), build a new seawall to connect the ends of the finger piers in the Northern Waterfront, providing an area for disposal of dredging spoils, which will provide create new land area efficient berthing space for a cruise terminal, open space benefits for the public, and other development opportunities. Industrrial maritime activities should be concentrated in the southern waterfront.

- Limit high intensity land uses along the waterfront to those that provide public enjoyment of the waterfront.

- Consider development of a national small business and sport convention center at China Basin.

- Allow a public market, designed to be accessible from the water [x-ref: public access]

- Allow a wooden boat building center with an abundance of public access, that also provides training and education regarding wooden boats.

- Provide a parade ground and open outdoor performance area in the Hunters Point Shipyard for Fleet Week-type celebrations.

- Allow up to three waterfront hotels (suggested as a revenue-generating use).

- Develop uses in the immediate future that will attract people to the waterfront now, rather than concentrating exclusively on developments that take years to happen.

- Increase activity on Pier 7 by providing retail and commercial services to visitors (e.g. rental of fishing equipment, food sales).

- Develop a supermarket in the South Beach area.

- Build a San Francisco visitor center in the Ferry Building with a theme park quality, that includes a museum or exhibit of San Francisco history.

- Allocate land for small boat repairs to serve the needs of the fishing industry.

- Allow water-oriented commercial uses that reflect the character of the adjacent local neighborhoods, which provides distinctive services and attractions for residents as well as visitors.

- Promote shared uses to maximize public access and maximize land use efficiencies (especially parking)[x-ref: transportation].

- Use underutilized parking in the Alcoa Building garage.

- Convert a Pier bulkhead building into a library.

- Provide "real" businesses along the waterfront such as post office, shoe repair, maybe a fresh fish market in a converted bulkhead building.

- Prohibit T-shirt and souvenier sales, and fast food restaurant chains on the waterfront.

- Have the federal government take responsibility for restoring the Ferry Building to accommodate a Pacific Basin Center for trade and diplomatic conferences.

- Allow a film production center, providing sound stage studios, ancillary space for film production operations, parking and ample power source, which would occupy 10-15,000 s.f. (ideally 100'x150' space) with 30-40 foot high clear span ceilings in warehouse-type structure. This facility could attract business and generate economic benefits for the city. Space in this center could be rented for other purposes when not in use for film production.

- Consider making a film production center a multi-purpose operation, including film festivals, exhibition activities.

- Develop an IMAX theatre (large, 7 foot high screens) for commercial and educational film presentations.

- Locate commercial and public-oriented uses in the waterfront area north of the Bay Bridge, and concentrate industrial maritime operations in the southern waterfront.

- Maintain Pier 35 as a cruise terminal.

- Move the California Maritime Academy, which provides educational services and incubator industries related to marine concerns, from Vallejo to San Francisco.

- Provide a welcoming center for the Navy, which also could be tourist-oriented.

- Provide a seamen's center to provide services to visiting sailors from all over the world, who often need assistance during their stay in San Francisco.

- Develop a multi-cultural center reflecting the diversity of San Francisco.

- Make the waterfront a place that supports 24 hour activities, which would meet needs of more people and recognize changes in employee work schedules. This would include installing more lighting along the waterfront to increase security and attractiveness of the area during the evening.

- Develop activities that are oriented to the needs of senior citizens.

TRANSPORTATION

- Develop a transportation system using the Embarcadero as the trunkline arterial that facilitates the movement of goods and services associated with waterfront activities.

- Provide transportation facilities that enable people to connect with various activities (e.g. open space, maritime activities, commercial activities) on the waterfront [x-ref: public access].

- Provide improved transit connections between the northern and southern waterfront.

- Develop a single transit service that does not require transfers, which runs the length of the waterfront continually, so that people have a reliable system that provides access to any point along the waterfront.

- Consider developing a second transportation system, in addition to the E-line and F-line along the Embarcadero, that provides further transportation capacity and does not require transfers.

- Reestablish the Ferry Building as a gateway facility for regional and local transportation connections [x-ref: land use activities].

- Allow water taxi service along the waterfront, which also provides a public recreation opportunity and improved public access.

- Locate parking for waterfront activities away from the water's edge, so that it does not take away from public access opportunities.

- Coordinate any jitney-type transportation service along the waterfront so that it also includes stops at parking facilities, as a way of using parking resources to maximum efficiency.

- Develop a parking program using signage and other informational directions to identify the location of parking facilities.

- Build garages under the Bay Bridge, which would establish a centralized parking area near the freeway, that has good access to the downtown and Fisherman's Wharf via MUNI Metro and F-line transit service on the Embarcadero.

- Continue train tracks from the 4th and Townsend train depot along the Embarcadero to provide rail service to Fisherman's Wharf.

- Expand the definition of maritime use to include the pure function of transportation. The retention and enhancement of maritime use along the waterfront should be related to new advances in transportation.

- Provide one-way bicycle rental service along the waterfront [x-ref: public access].

- Provide transportation services that also respond to the needs of senior citizens.

ENVIRONMENTAL QUALITY

- Explore how environmental restoration projects on Port property could be translated into mitigation credits that could be used for other Port development activities.

- Promote activities that improve the Bay environment.

- Environmental improvements need to be translated in more direct terms into what kind of enhancements will be provided for plant and animal habitats on land and in water.

- Pursue funding/operations involved in environmental restoration businesses that would restore the environment and generate jobs and revenue as well [x-ref: land uses, employment, Port and City fisal concerns].

PORT FINANCIAL CONCERNS/CITY FISCAL CONCERNS

- Develop revenue-generating uses that also enhance public use of the waterfront [see land use activities categories for specific land uses that have been suggested as revenue generators].

advance of the December 1st meeting to highlight the items that would, in their view, fall into those two categories This advance preparation will result in a more substantive discussion at the December 1st meeting.

Criteria that could be used to identify near-term projects were described:

a) Improvements that can be implemented at low cost.
b) Improvements for which funding sources are available.
c) Improvements that meet existing regulations.
d) Improvements that provide lots of benefits for little cost or effort.
e) Improvements that are not controversial and desirable to (almost) everyone.
f) Improvements that do not consume time or money that is better spent on other projects.

2. Phase Two Process for the Waterfront Plan

Due to lack of time, Oshima and Larry Florin asked that the Advisory Board contact them if any of the members have comments or questions regarding the proposed approach for completing Phase Two of the Plan (outlined in a memo dated November 4, 1992), which will focus on non-maritime land uses for the waterfront. None of the Advisory Board had any comments to raise in the November 17th meeting. The staff indicated it will assume the approach is acceptable to the Board members if no comments are raised by the next Advisory Board meeting on December 1, 1992.

The meeting was adjourned at approximately 6:50 p.m.

These meeting minutes were prepared by Diane Oshima

DOCUMENTS DEPT.
NOV 23 1992
SAN FRANCISCO PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, DECEMBER 1, 1992
4:30 P.M.

1. Adoption of minutes for the Advisory Board meetings of October 6 and November 17, 1992

2. Staff Report

3. **Beginning Phase Two of the Waterfront Plan: Invitation to the Public to Describe Desirable and Appropriate Development Along the San Francisco Waterfront** (please see the reverse side for more details).

NOTE: The Waterfront Plan Advisory Board completed its discussion regarding land designations for water-dependent activities (including maritime industries), which was the subject of Phase One of the Waterfront Plan. Copies of these preliminary recommendations are available to the public. If you would like to obtain a copy, or have any questions regarding the Waterfront Plan project in general, please call the Waterfront Plan hotline, 274-0354, and leave your name and phone number so that the Port staff can follow up on your request.

-***-

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

wpab-agenda

Note: There will be no other Advisory Board meetings (following the December 1st meeting) for the rest of the year.

November 24, 1992

TO: Waterfront Plan Advisory Board Members and Interested Parties

FROM: Diane Oshima & Larry Florin, Waterfront Plan Project Coordinators

RE: **WE WANT TO HEAR FROM YOU ABOUT WHAT SHOULD HAPPEN ON THE SAN FRANCISCO WATERFRONT**

The upcoming meeting of the Waterfront Plan Advisory Board on December 1st, 1992 will be the last of three public forum discussions to help define the range of activities that should be provided along the waterfront. **We actively invite you and your neighbors and associates to join in on this very important part of the Waterfront Plan process!** If you are unable to attend this meeting, please send your suggestions in writing to the Waterfront Plan Advisory Board, c/o Port of San Francisco; Ferry Building, Suite 3100; San Francisco, 94111. The Advisory Board will receive public comments at least through January 1993.

From the outset in the planning process, the Waterfront Plan Advisory Board stated its desire to develop to the maximum extent possible a Waterfront Plan that is visionary, that will establish a blueprint for reactivating the waterfront to create an environment that attracts people and a variety of activities to this extraordinary part of the City. This objective requires public participation and support if it is to be successfully achieved.

At its last meeting on November 17th, the Advisory Board and citizens continued the discussion to describe ideas that define in specific terms the land uses and development characteristics suggested for Port property, that represent ideal visions of what people desire for the San Francisco waterfront. The exchange of ideas stimulated further discussion and inspired expressions of additional activities that should be considered.

Enclosed, is a list of all the comments that have been received to date, through comments at the Advisory Board meetings, as well as through written letters. At the December 1st Advisory Board meeting, there will be an opportunity to expand this list of "visions". In addition, we are planning to start organizing the various ideas in the following manner: 1) identifying those activities that could be implemented in the near-term without substantial cost vs. activities that will take a long lead time to implement; and 2) prioritize which activities are most important to pursue. We are very grateful to Teresa Rea, Vice President of pbr planning consultants for her continuing assistance as the facilitator for these public forums.

The Port is genuinely interested in <u>your</u> ideas and visions for the San Francisco waterfront, and actively encourages your participation. Let your friends and associates know about these sessions too. The dialogue at these meetings is unstructured; comments and remarks need not be refined, and they may be offered freely without following any particular order or hierarchy. We hope to see you at upcoming Advisory Board meeting.

Again, if you are not able to attend the meeting, but would still like to share your ideas, jot them down and send them to: Waterfront Plan Advisory Board; Port of San Francisco; Ferry Building, Suite 3100; San Francisco, 94111. If you have questions or would like to speak to someone about the Waterfront Plan project, call the Waterfront Plan hotline at 274-0354.

F
58
1
:193

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, JANUARY 5, 1993
Happy New Year!!
4:30 P.M.

DOCUMENTS DEPT.
DEC 31 1992
SAN FRANCISCO
PUBLIC LIBRARY

1. Adoption of minutes for the Advisory Board meetings of December 1, 1992

2. Staff Report

3. Workshop Presentation: Commercial Development Opportunities at the Port of San Francisco - Possible development concepts for the waterfront will be discussed by experts in the real estate and development community. The presentations will be followed by an open discussion with the Advisory Board members regarding development opportunities and constraints.

NOTE: The Waterfront Plan Advisory Board held several meetings at the end of 1992 to receive comments and ideas from the public about the "visions" people have for the San Francisco waterfront. This is an important step in the planning process, because these vision statements will in large part establish the range of uses that will be considered in the development of the Waterfront Plan. A large number of suggestions have already be received that describe various activities and events that people believe should be accommodated at the Port. But it's not too late to let the Advisory Board hear about additional ideas! If you have some thoughts about what should be happen on the waterfront, please let the Advisory Board know. You may speak before the Advisory Board at any of its public meetings, or send them in writing in care of the Port, Ferry Building, Suite 3100, San Francisco, 94111.

-***-

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

wpab-agenda

DOCUMENTS DEPT.
JAN 19 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
THURSDAY, JANUARY 14, 1993
[This is a Special Meeting]
4:30 P.M.

1. Adoption of minutes for the Advisory Board meetings of December 1, 1992 and January 5, 1993

2. Staff Report

3. Review of the Work Program for Phase Two of the Waterfront Plan process.

4. Review of the Vision Statements for the Waterfront Plan: The Advisory Board will review the ideas and visions that have been suggested by the general public for including in the Waterfront Plan. The purpose of the review is to identify which statements help define guiding objectives for the Plan and concepts that should receive high priority consideration.

NOTE: The Waterfront Plan Advisory Board held several meetings at the end of 1992 to receive comments and ideas from the public about the "visions" people have for the San Francisco waterfront. This is an important step in the planning process, because these vision statements will in large part establish the range of uses that will be considered in the development of the Waterfront Plan. A large number of suggestions have already be received that describe various activities and events that people believe should be accommodated at the Port. But it's not too late to let the Advisory Board hear about additional ideas! If you have some thoughts about what should be happen on the waterfront, please let the Advisory Board know by the end of January. You may speak before the Advisory Board at any of its public meetings, or send them in writing in care of the Port, Ferry Building, Suite 3100, San Francisco, 94111.

-***-

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

wpab-agenda

DOCUMENTS DEPT.
JAN 19 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, JANUARY 20, 1993

4:30 P.M.

1. Adoption of minutes for the Advisory Board meeting of January 14, 1993

2. Staff Report

3. Open Space. Public Access and Public Space Opportunities on the Waterfront: This session will be a workhop discussion and presentation by design professionals of possible open space design concepts and public space/public access improvements that may be considered in the planning process for the Waterfront Plan. Included in this session will be an overview of existing open space policy and a briefing on the design work that has been conducted for the Embarcadero Roadway planning effort.

NOTE: The Waterfront Plan Advisory Board held several meetings at the end of 1992 to receive comments and ideas from the public about the "visions" people have for the San Francisco waterfront. This is an important step in the planning process, because these vision statements will in large part establish the range of uses that will be considered in the development of the Waterfront Plan. A large number of suggestions have already be received that describe various activities and events that people believe should be accommodated at the Port. But it's not too late to let the Advisory Board hear about additional ideas! If you have some thoughts about what should be happen on the waterfront, please let the Advisory Board know by the end of January. You may speak before the Advisory Board at any of its public meetings, or send them in writing in care of the Port, Ferry Building, Suite 3100, San Francisco, 94111.

-***-

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

wpab-agenda

SF
P58
#1
2/17/93

DOCUMENTS DEPT.
FEB 10 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, FEBRUARY 17, 1993
4:30 P.M.

1. Adoption of minutes for the Advisory Board meeting of February 2, 1993

2. Staff Report

3. Defining Goals and Policies for the Waterfront Plan: The Advisory Board members will review and discuss goals and policies proposed for inclusion in the Waterfront Plan. These goals and policies ultimately will define the rationale for proposing land uses on Port property in future meeting sessions. The general public is encouraged to participate in this discussion. Following this meeting, a draft of the goals and policies will be circulated for public review and comment.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

wpab-agenda

DOCUMENTS DEPT.
FEB 24 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, March 2, 1993
4:30 P.M.

1. Adoption of minutes for the Advisory Board meeting of February 17, 1993

2. Staff Report

3. Defining Goals and Policies for the Waterfront Plan: The Advisory Board members will continue with a review of goals and policies proposed for inclusion in the Waterfront Plan. These goals and policies ultimately will define the rationale for proposing land uses on Port property in future meeting sessions. The general public is encouraged to participate in this discussion. Following this meeting, a draft of the goals and policies will be circulated for public review and comment.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpab-agenda

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

SF
PS8
1
3/17/93

DOCUMENTS DEPT.
MAR 15 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, March 17, 1993
4:00 P.M.

(PLEASE NOTE THIS IS A SPECIAL MEETING THAT BEGINS AT 4:00 P.M. RATHER THAN THE USUAL 4:30 START TIME)

1. Adoption of minutes for the Advisory Board meeting of March 2, 1993

2. Staff Report

3. Overview Presentations - A series of presentations are scheduled to provide the Advisory Board and general public with background information on the following topics: Urban Design, Transportation Circulation, and Historic Preservation.

   The purpose of the presentations is to highlight from a comprehensive perspective the key components in each of these topical areas that will be addressed in further detail when the Advisory Board discusses appropriate land uses for subareas of the waterfront, beginning in April and May.

   Due to the number of topics to be covered in this session, the meeting time on this date has been expanded; the meeting is scheduled to run from 4:00 to 7:00 p.m.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
APR - 1 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
TUESDAY, April 6, 1993
4:30 P.M.

1. Adoption of minutes for the Advisory Board meeting of March 17, 1993

2. Staff Report

3. Review of Goals and Policies for the Waterfront Plan - The Waterfront Plan Advisory Board will resume its review of proposed goals and policies to be used to develop land use recommendations for the Waterfront Plan. The goal and policy statements were derived largely from comments received from the general public regarding activities, and development and conservation characteristics that were expressed as being desireable for Port property. Members of the public are actively invited to participate in this discussion.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpab-agenda

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
APR 19 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of April 6, 1993

Attending Board Members: Chair Tufts, Conley, Eschen, Gee, Herrera, Levine, McCarthy, Millet, Mix, Morrison, Moy, Moylan, Roth, Secchitano, Viera, Walker, Woeste
Absent: Boston, Bruzzone, Cervantes, Flanagan, Gallette, Hanson, McWilliams, Scott, Sedway, Wallace
Attending Port Staff: Huerta, Lung, Oshima, Cook, Ambrose

The meeting commenced at approximately 4:35 p.m. The minutes for the March 17, 1993 meeting were approved.

Julia Viera noted the recent good news regarding the Port signing a new lease with Crowley Maritime to consolidate tug, water taxi and other shipping support services in San Francisco. Viera suggested that Crowley be approached about providing some sort of informational signage or other type of low-cost measure to increase public awareness of maritime activities at the Port. She regarded this type of signage as as one type of public access improvement that could be considered for water-dependent operations. Executive Director Huerta agreed to make this request.

Chair Tufts noted that he attended a public forum discussion that included a presentation on the Baltimore Inner Harbor and the measures taken to ensure that the plan could be successfully implemented. Tufts expressed his viewpoint that the Waterfront Plan similarly must include a strong implementation plan that enables the document to endure over time, particularly in light of the level of effort that is being invested in its development. He brought this to the attention of the Advisory Board members now to have them start thinking about this important aspect of their efforts, to remind them that implementation measures will need to be considered at the same time as development of the Plan's policy.

1. Staff Report

Executive Director Huerta provided clarification for the Advisory Board on an action taken by the Port Commission, regarding "active marine terminal" and "non-active marine terminal" designations. The Port Commission adopted these designation for different Port facilities for purposes that are completely separate from the Phase One designation recommendations produced by the Advisory Board for water-dependent activities. The marine terminal designations were adopted for the purpose of identifying which Port facilities are available to receive ships (active), vs. other port facilities that are programmed for other maritime activities (non-active). Erroneous newspaper accounts of the designation system indicated that non-active terminal sites denoted facilities that are newly available for commercial and tourist development, which is not the case. In fact, all facilities that were designated under the Port Commission's action are consistent with the Advisory Board's Phase One recommendations.

Huerta continued with a briefing on his remaining schedule at the Port, in light of his nomination as Associate Deputy Secretary of Transportation for the Clinton Administration. Although background checks and Senate confirmation are still pending, he plans on starting work in Washington in May. The Port Commission intends on hiring a search consultant to assist in recruiting his successor. The Commission also expects to name an interim Executive Director soon.

Chair Tufts, on behalf of the entire Advisory Board, commended Huerta on his commitment and direction in the Waterfront Plan effort, and formally thanked him for his service to the Port.

Denise McCarthy suggested that a member of the Advisory Board be involved in the selection procedure, if the Port Commission establishes a citizen committee to provide input to the recruitment process, such as what was done before Mike Huerta was selected.

Paul Osmundson, of the Port's planning staff received approval of a letter of support from the Advisory Board for the Ferry Building renovation project. The Port is applying for federal funding for enhancement and historic preservation of transportation terminal facilities. Such funding would enable an analysis of the renovation of the Ferry Building as a ferry terminal.

Diane Oshima discussed with the Advisory Board a proposal by Port staff for revising the process for completing the Phase Two planning process. The proposal is to hold Advisory Board meeting sessions in May and June for the purposes of obtaining initial input from the Advisory Board members and general public about what types of land uses should be considered for various sites on Port property. Based on that initial input, the Port staff would work through July and August to produce a document for public review in September that outlines a series of land use program choices. The land use options would then be subject to comment and modification by the Advisory Board members and the public to ultimately arrive at a draft of the Waterfront Plan. This proposal was made in light of the staff assessment that it is unlikely that the land use options could be produced within this same timeframe if the entire Advisory Board were involved in every deliberation and intermediate decision. The staff thus arrived at this proposed approach as a means of making more efficient use of the time available to produce an organized set of options that could be responded to. The staff does not expect to advocate any of the options; it will be up to the Advisory Board and public to direct the staff on the desired land use program.

By taking time to produce the land use options, the Port staff would reduce the number of Advisory Board meetings held during July and August, instead scheduling status report sessions to brief the Advisory Board on the staff work on the land use options, as well as receive feedback on any issues encountered during that effort. The Advisory Board expressed its support of this schedule change and its confidence in the Port staff to objectively produce the options report.

2. Review of Goals and Policies for the Waterfront Plan

Anne Cook led the Advisory Board through its review of the Urban Design and Historic Preservation goals and policies. For details on the modifications and additions suggested by the Advisory Board members, please contact Port staff.

The meeting was adjourned at approximately 6:45 p.m.

These minutes were prepared by Diane Oshima.

,F
58
1
-1/93

DOCUMENTS DEPT.
APR 19 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MEETING AGENDA
WEDNESDAY, April 21, 1993
4:30 P.M.

1. Adoption of minutes for the Advisory Board meeting of April 6, 1993

2. Staff Report

3. Review of Goals and Policies for the Waterfront Plan - The Waterfront Plan Advisory Board will conclude its review of proposed goals and policies to be used to develop land use recommendations for the Waterfront Plan. The goal and policy statements were derived largely from comments received from the general public regarding activities, and development and conservation characteristics that were expressed as being desireable for Port property. Members of the public are actively invited to participate in this discussion.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpab-agenda

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

SF
P58
#2
4/21/93

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

DOCUMENTS DEPT.
APR 29 1993
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of April 21, 1993

Attending Board Members: Chair Tufts, Eschen, Hanson, Herrera, Levine, Millet, Mix, Morrison, Moy, Roth
Absent: Boston, Bruzzone, Cervantes, Conley, Flanagan, Gallette, Gee, McCarthy, McWilliams, Moylan, Scott, Secchitano, Sedway, Viera, Wallace, Walker, Woeste
Attending Port Staff: Oshima, Cook, Ambrose

The meeting commenced at approximately 4:40 p.m. The minutes for the April 6th meeting were not approved for lack of a quorum.

1. Staff Report

Diane Oshima reviewed the memorandum to the Advisory Board, dated April 16, 1993, which outlines the revised schedule and process for completing Phase Two. There were no comments opposing the changes. The Advisory Board members decided to schedule the tour of the Southern Waterfront subarea on Saturday, May 1, 1993 at 4:00 p.m. The tour will provide an opportunity for the Advisory Board membes and members of the public to familiarize themselves with the land use context and issues prior to the next Advisory Board meeting on May 4th, which will direct staff on the types and locations of land uses suggested for this area. The tour also will be recorded by videotape and available for viewing by those who are unable to make the tour.

2. Review of Proposed Waterfront Plan Goals and Policies

The Advisory Board concluded its review and comments on the goal and policy statements derived from earlier public comments. Specifically, the transportation and economic and employment issues sections were reviewed. For a detailed account of the comments and revisions made, please call the Waterfront Plan Hotline, (415) 274-0354.

The meeting was adjourned at approximately 7:00 p.m.

These minutes were prepared by Diane Oshima.

SF
P58
#1
5-17-93
+
5-19-93

DOCUMENTS DEPT.
MAY 13 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

SPECIAL MEETING
Monday, May 17, 1993
5:00 P.M.

MEETING LOCATION: Parking area on east side of the Embarcadero, adjacent to Piers 30-32, 34, at the foot of Brannan Street, across from the Delancey Street housing complex.

This special meeting will be a tour of Port property between Pier 24 and Mariposa Street, at the south end of Mission Bay. This tour is open to the public, and has been arranged for the purpose of reviewing issues and sites that will be discussed at the regular Waterfront Plan Advisory Board meeting on May 19th.

The tour will be conducted by caravan, with walk-through surveys done at specific sites. The tour begins from the parking area along The Embarcadero, adjacent to Piers 30-32, 34 at the foot of Brannan Street Pier 70. The tour is expected to be completed within two hours.

REGULAR MEETING
Tuesday, May 19, 1993
4:30 P.M.

(The regular Waterfront Plan Advisory Board meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of May 4, 1993

2. Staff Report

3. Discussion of Issues and Possible Land Uses for Port property between Pier 24 and Mariposa Street - Following a brief staff overview of this subarea, the Advisory Board members and interested citizens will provide input and suggestions regarding land use activities that would be appropriate for this area of the Port.

   The Pier 24 to Mariposa Street area is the second of four subareas of the Port that will be evaluated in the Advisory Board meetings. The comments and public discussion regarding acceptable land uses will be critical in directing the Port staff on the number and mix of land use options that staff will produce for public review, prior to generating a draft Waterfront Plan.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

SF
58
1
1-93

DOCUMENTS DEPT.
MAY 27 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Tuesday, June 1, 1993
4:30 P.M.

(The regular Waterfront Plan Advisory Board meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of May 4 and 19, 1993

2. Staff Report

3. Discussion of Issues and Possible Land Uses for Port property between the Embarcadero Promenade (south of the Ferry Building) and Pier 33 - Following a brief staff overview of this subarea, the Advisory Board members and interested citizens will provide input and suggestions regarding land use activities that would be appropriate for this area of the Port.

   The Ferry Building subarea is the third of four subareas of the Port that will be evaluated in the Advisory Board meetings. The comments and public discussion regarding acceptable land uses will be critical in directing the Port staff on the number and mix of land use options that staff will produce for public review, prior to generating a draft Waterfront Plan.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpab-agenda

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

DOCUMENTS DEPT.
JUN 10 1993
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of June 1, 1993

Attending Board Members: Boston, Cervantes, Flanagan, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Roth, Tufts, Viera, Walker

Absent: Bruzzone, Conley, Eschen, Gallette, Gee, Hanson, Herrera, McWilliams, Mix, Scott, Secchitano, Sedway, Wallace, Woeste

Attending Port Staff: Abernathy, Oshima, Cook, Osmundson, Wyman

The meeting commenced at approximately 4:45 p.m. The minutes for the May 1 and 19 meetings were not adopted for lack of a quorum.

Diane Oshima announced that the Port staff was planning a session for the Advisory Board to provide a general overview on financial issues relevant to recommending land uses for Port properties. The presentation will be given by Port staff and Economic and Planning Systems, financial consultants for the Waterfront Plan project. This session is scheduled for Wednesday, July 21, in lieu of a status report on the development of the land use options report that otherwise would be scheduled for discussion on that date.

1. Subarea Discussion: Ferry Building Subarea (Pier 22-1/2 to Pier 31)

Oshima narrated a video tour of the area stretching from the Firehouse at the south end of the Embarcadero Promenade to Pier 31 to the north.

Walter Abernathy explained the Port's current efforts to schedule a planning charrette for the redevelopment of the Ferry Building. The objective is to bring together people from the development, design, transportation, and real estate industries to suggest how to renovate this building. This group would provide knowledgeable suggestions to the Port, to help the Port establish a redevelopment program for the building. While it is not assumed that the suggestions produced would dictate the building's renovation, it could provide valuable insights based on real world, practical experience. By focussing on the objectives of such a redevelopment program, the Port would be better positioned to direct the approach of initial design studies that would be funded by the federal Intermodal Surface Transportation Enhancement Activities ("Ice Tea") program (if the Port's funding application is approved).

Oshima summarized the main areas open for discussion for non-maritime use: Ferry Building/Agriculture Building area (the reuse of which may also be considered along with the reuse of Piers 1-1/2 and 3); portions of Pier 9 separately, or as part of the inland Seawall lots 321, 322, and 322-I, Pier 31.

The seawall lots provide the greatest redevelopment opportunity to generate revenue. Julia Viera indicated it is difficult to suggest reuse of these parcels at this time, and argued the value of continuing use of this area for parking, with landscaping and other improvements to make the area more aesthetically pleasing. Peter Moylan (supported by Jane Morrison and Nan Roth)

expressed disagreement with the notion of providing excessive parking, arguing the need to further encourage public transit use. Toby Levine expressed that parking may make sense as an interim use, a profitable way of landbanking these properties until the economy recovers, revealing new redevelopment opportunities that may not now be apparent. She suggested that the Waterfront Plan provide parameters (e.g. list of acceptable uses, unacceptable uses, physical dimension limits) to help direct new development in the future. Anne Cervantes suggested that the surrounding land use context would indicate that ground floor retail/commercial with upper floor residential and office are likely to be the most compatible types of uses, and that the question the Advisory Board should address is building height limits/public access improvements, etc. Ms. Cervantes and Chair Tufts stated that parking does serve a purpose, as an interim income generator, and a legitimate support service that is needed to accommodate travelers who cannot access the area by using public transit, particularly non-commute travelers.

Chair Tufts suggested that the Ferry Building area is the centerpiece of the Port, and should to a large extent, set the tone for new land uses in the northern waterfront. Ms. Viera emphatically indicated that the Ferry Building should be used for activities that are not commuter-oriented, aside from ferry operations. Activities there should be oriented towards the interests of Bay Area and San Francisco residents, which also would be attractive to visitors. Tom Walker indicated that public uses should be on the ground floor, and offices and other less publicly-oriented activities should be above. Pat Flanagan suggested that the Continental Development proposal be studied again to identify its fatal flaws. Ms. Viera pointed out, however, that redevelopment of the complex should be publicly-sponsored, rather than developed by a private sector developer. Union Station in Washington D.C. was suggested as a model for the desired renovation of the Ferry Building, which includes grand public spaces, supported by a substantial amount of retail uses. However, Commissioner Halsted pointed out that the large retail mall that probably provided the financial means for renovating the station. She expressed skepticism over the ability to develop retail space at that intensity on the San Francisco waterfront.

Comments from citizens in attendance (Vernon DeMars and Mark Topture) emphasized the importance of including large civic space and direct building access to the water in the redevelopment of the Ferry Building. Also expressed was the need for more eateries on that side of the Embarcadero; restaurants should be incorporated into the Ferry Building renovation. Michael Kaplan, of the Redevelopment Agency emphasized the need to consider the construction costs of renovating a historic building, in order to be realistic about the types of public improvements that can be considered.

Attention was turned to a discussion of the seawall lots north of Broadway Street, across from Piers 9 and 15-17. Mr. Walker expressed the need to look at how the bulkhead buildings will be used; which should be adaptively reused? which should perhaps be removed? He surmised that decisions regarding the bulkhead buildings will have an impact on the ability and desire to develop the seawall lots. Ms. Levine and Ms. Cervantes expressed the desire that all reasonable efforts be made to preserve the bulkhead buildings, because of the historic context they provide that is unique to San Francisco. Sentiment was expressed by many Advisory Board members that renovation of the Ferry Building and surrounding area (e.g. from the south end of the Embarcadero promenade to Pier 7) will be the activity center in the northern waterfront, which should be complemented with development on nearby seawall lots that enhances those activities. Efforts should be made to make the stretch of the waterfront from the Bay Bridge to Fisherman's Wharf visually exciting, by providing temporary docking for visiting vessels, tie up and access from the water for small boat travelers, water taxi service, etc.

In recognizing the need to provide for the "economic engine" that is necessary to make any public improvements possible, a number of Advisory Board members indicated that development on the inland seawall lots be for uses that maximize income. Mr. Moylan and Ms. Morrison

suggested that the Waterfront Plan include general language that not specify particular uses for individual seawall sites. Rather, there should be a statement that the sites be developed for their highest and best economic use depending on current market conditions, within certain parameters (such as maximum height limits). Paul Osmundson of the Port staff was available to provide general information regarding the profitability of different land uses, based on the Port's experience. In general, restaurant and retail uses generate the highest revenues, followed by office and possibly residential (although the Port has no direct housing development experience), excursion operations, storage and warehousing, fish processing, container and cargo operations, ship repair (the discussion covered only a partial listing of land uses).

Discussion arose regarding increasing ferry and excursion business opportunities. Ms. Oshima indicated that additional facilities (Pier 3, possibly Pier 9) have been designated in the Phase One planning process. Denise McCarthy suggested that excursion operations be expanded as part of the Ferry Building renovation, although Mr. Osmundson indicated this area has been dedicated primarily to commuter ferry operations in the future.

The meeting was adjourned at approximately 6:45 p.m.

These minutes were prepared by Diane Oshima.

WPMinutes

DOCUMENTS DEPT.
JUN 10 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
3100 FERRY BUILDING
SAN FRANCISCO, CALIFORNIA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Wednesday, June 16, 1993
4:30 P.M.

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of May 4 and 19, June 1, 1993

2. Staff Report

3. Discussion of Issues and Possible Land Uses for the Fisherman's Wharf subarea of the Port, from Pier 31 to Hyde Street Pier - Following a brief staff overview of this subarea, the Advisory Board members and interested citizens will provide input and suggestions regarding land use activities that would be appropriate for this area of the Port.

   The Fisherman's Wharf subarea is the fourth of four subareas of the Port that will be evaluated in the Advisory Board meetings. The comments and public discussion regarding acceptable land uses will be critical in directing the Port staff on the number and mix of land use options that staff will produce for public review, prior to generating a draft Waterfront Plan.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the last Advisory Board meeting, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpab-agenda

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

DOCUMENTS DEPT.
JUL 16 1993
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of June 16, 1993

Attending Board Members: Eschen, Flanagan, Gallette, Gee, Herrera, Levine, Millet, Morrison, Moylan, Roth, Secchitano, Sedway, Walker, Woeste

Absent: Boston, Bruzzone, Cervantes, Conley, Hanson, McCarthy, McWilliams, Mix, Moy, Scott, Tufts, Viera, Wallace

Attending Port Staff: Abernathy, Oshima, Osmundson

The meeting commenced at approximately 4:40 p.m.. Minutes for the May 4, 19, and June 1 meetings were not approved for lack of a quorum.

Administrative Matters and Announcements

Diane Oshima announced that Sharon Lee Polledri has been hired to be the new director of the Port's Planning and Community Affairs Division, replacing Keri Lung.

Paul Osmundson announced a proposal received by the Port to provide public open space improvements for a small parcel of Port property at the intersection of Bryant Street and the Embarcadero. This parcel was newly created as a result of the reconfiguration of that intersection as part of the South Embarcadero roadway construction projects that are underway. Adjacent to the proposed landscaped area is a privately held property currently being developed as residential condominiums. The developer of the condominium project proposes to landscape and improve the open space parcel, which would provide an amenity to the new residents as well as general public. Without this improvement proposal, there is no public funding currently available to similarly improve this site; the only funded improvements would be the construction of sidewalks as part of the South Embarcadero roadway work. In order to implement the landscaping improvements, the developer would need a long-term lease (10 years or more) in advance of completion of the Waterfront Plan.

Osmundson acknowledged that the City has retained Sasaki Associates to review the design of individual projects that front on The Embarcadero roadway to ensure consistency with the Embarcadero urban design guidelines. Advisory Board members requested that a copy of the guideline and possibly a presentation by Sasaki be scheduled for an upcoming Advisory Board meeting.

Fisherman's Wharf Subarea

Oshima narrated a video orientation tour of the Fisherman's Wharf subarea, defined in the Waterfront Plan effort as the stretch between Pier 31 and the Hyde Street Pier, including the

inland seawall lots across from those piers.

Eva Liebermann, project manager of the Fisherman's Wharf Plan under the direction of the City Planning Department, summarized the land use recommendations for those Port properties included in the Fisherman's Wharf Plan area. The Fisherman's Wharf planning process has been underway for several years, with the active involvement of a citizen's advisory committee (CAC). Liebermann focussed attention on those Port sites that are the subject of land use deliberations in Phase Two of the Waterfront Plan. A list of the land use recommendations in the Fisherman's Wharf Plan, which will be presented for adoption by the Port and City Planning Commissions in the future, is available to the public upon request. In summary, the Fisherman's Wharf Plan recommends:

- Hyde Street Pier: historic ship berthing
- Fish Alley: maritime uses, non-maritime activities (e.g. festivals) allowed on a short-term basis only
- Pier 45: maritime (fishing businesses)
- Triangle: primarily open space, with commercial space limited to existing amount of floor area, and an underground garage
- Pier 43-1/2: improve public access; move existing parking into underground garage on triangle, if garage is built; possible berthing for historic ships between Pier 43-1/2 and PIer 45
- Pier 41-45: possible increase in ferry boat berths
- Pier 35: cruise terminal

Members of the Advisory Board and the public discussed the underground garage recommended for the Triangle site. Michael Kaplan, from the Redevelopment Agency (which was involved early on in the Fisherman's Wharf planning process) explained that the agency's analysis indicated that the garage was feasible from the standpoint of generating sufficient parking proceeds to pay for the construction costs. However, when factoring in the disruption to the businesses currently operating on-site, and the revenue loss to the Port due to displacement of the surface parking spaces currently located there, the garage would not be feasible. Kaplan suggested open space/garage recommendation in the Plan could become feasible if some additional amount of commercial development potential was allowed, which would also promote activity along the bay shore. Liebermann did acknowledge that the Plan recommendation for redevelopment of the Triangle was contingent on finding a solution to the issues Kaplan outlined.

Mike Gallette, who also was active in the Fishermans' Wharf planning, expressed concern that the Fisherman's Wharf CAC would not have a chance to take a vote on the proposed Plan prior to presenting it to the Port and Planning Commissions for adoption. Other questions were raised regarding whether the Advisory Board's planning process could have any impact on the process for the Fishermans' Wharf Plan. Paul Sedway suggested that the Port Commission withhold comment on the Fisherman's Wharf Plan until after the draft Waterfront Plan is identified.

The Advisory Board members discussed their initial responses to some of the proposed policies in the Fisherman's Wharf Plan. Gallette expressed the need to provide an adequate supply of parking, while Peter Moylan recommended there be maximum coordination between hotels, merchants and existing parking garages to minimize the amount of parking that needs to be provided. Tom Walker supported the notion of providing open space at the Triangle site for the purposes of providing a focal point in the area as well as organizing and enhancing pedestrian flow. Pat Flanagan expressed his opinion that Jefferson Street has turned into a pedestrian-

dominated area on its own, with the Pier 39 garage and Crissy Field operating as intercept parking facilities. He encouraged that low-cost pedestrian circulation improvements that were produced in the planning process be implemented. Paul Sedway stressed that the pedestrian circulation maximize routes that provide connections with the Bay.

An architect in the audience suggested that the Triangle site is large enough to provide a significant open space as well as space for activities that would provide something for people to do. Nan Roth responded that the intent of the Triangle open space was to provide an area for festivals and programmed activities. Al Baccari, from the Fisherman's Wharf Merchants Association, criticized the Plan for not adequately evaluating transportation and other issues that impact the fishing industry, even though one of the tenets of the planning process was to enhance fishing businesses. He stressed the need for a program to implement the Fisherman's Wharf Plan policies, especially those improvements that would help the fishing industry. Michael Kaplan explained that the intent of the whole effort was to recommend ways to enhance the economic vitality of the area. He highlighted how the planning process addressed many of the issues raised by Bacari.

Flanagan criticized the fact that the new fishing harbor is stalled for lack of funding, an improvement that is supposed to not only boost the fishing industry but also provide a stimulus for the Fisherman's Wharf economy. Oshima indicated that the Port funds that had been dedicated to the harbor improvements are being spent on the Pier 45 earthquake repairs, leaving no known source of funds for the harbor. This issue illustrates the larger question facing the whole Plan area regarding financing the recommended improvements. The Fisherman's Wharf planning process originally included the Redevelopment Agency, with the intent of having a redevelopment area designated. That designation would allow tax increment financing of the public improvements outlined in the Plan. Since the time the Agency was withdrawn from that effort, there have been no other financing strategies identified to implement the Plan.

Joe Houghteling expressed the need to maintain space at Pier 45 for the berthing of the submarine Pompanito. It was confirmed that the Fisherman's Wharf Plan, as well as the Phase One recommendations for the Waterfront Plan support maintaining the Pompanito at Pier 45.

Oshima outlined sites at the southern end of the subarea for discussion (Pier 35, recommended as an option for the Port's cruise terminal, Piers 33, and 31, seawall lot 314). Oshima questioned if the Advisory Board should consider the potential for Seawall lot 314 to generate revenue, similar to Advisory Board discussion of other seawall lots. Roth expressed concern that there is a lack of detailed financial information to verify the amount and extent of the Port's need for funds. Oshima acknowledged that while detailed figures have not been presented to reflect capital costs associated with maritime business improvements, deferred maintenance, or public amenities desired on Port property, there is sufficient qualitiative information to conclude there is a need for funds in order for the Port to meet its capital and operational needs.

Paul Osmundson of the Port staff provided general information regarding the revenue potential of mixed commercial development on seawall lots, based on current leases. While businesses in the the central Fisherman's Wharf area generate the highest revenues, revenue from commercial uses away from the center is lower, and their characteristics more market driven. Kaplan suggested that the Port should consider whether there is a way to surplus the seawall lots in order to allow consideration of development that currently is prohibited by existing regulations. This would allow the Port access to higher revenues to fund operations and

improvements without jeopardizing its waterfront properties, which should be used for maximizing public access. Comments expressed by Tom Walker and Pat Flanagan stressed the need to determine the appropriate use of the seawall lots in the context of activities planned for adjacent piers. Flanagan pointed out that the seawall lots should accommodate support uses (e.g. parking) necessary to make uses of the piers viable. Walker expressed his view that maritime uses on piers in the northern waterfront are being phased out, thus making it more critical to include planning for the piers in the discussion of seawall lot development. Moylan agreed, and suggested that if the cruise terminal remains at Pier 35, then Seawall lot 314 uses should include consideration of a hotel.

Paul Sedway raised questions as to how specific the land use designations will be in the Options Reports released in the fall. Oshima indicated that, in general, the staff approach would be to use traditional use categories (e.g. retail commercial goods and serivces, restaurant/eating establishments, residential, office) rather than prescribing specific characteristics of those uses in advance of receiving public comments.

Walker suggested that the Pier 9-35 area should stress mixed uses, which provide a variety of activities, including maritime operations, even if this area is not a prime maritime area for the Port over the long-term. Furthermore, new mixed use developments should be required to incorporate features and design that reflect the maritime history and nature of the area.

The meeting was adjourned at approximately 6:50 p.m.

These minutes were prepared by Diane Oshima

wpminutes

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

21193

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

DOCUMENTS DEPT.
JUL 16 1993
SAN FRANCISCO
PUBLIC LIBRARY

REGULAR MEEING
Wednesday, July 21, 1993
4:30 p.m.

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the May 4, 19, and June 1 and 16, 1993 Advisory Board meetings.

2. Staff Report
   a) Informational presentation by Darling-Delaware for a proposed cogeneration project in the southern waterfront.
   b) Summary of the results of the Ferry Building renovation workshop

3. Presentation and Discussion of Financial and Economic Issues
   a) Status report on the Port's budget and capital improvement plan
   b) Briefing on approach to the Waterfront Plan financial feasibility and economic impact analysis
   c) General discussion of real estate finance and development information

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354, and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for past Advisory Board meetings, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

* * *

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpminute

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
SEP 8 - 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Wednesday, September 15, 1993
4:30 p.m.

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of July 21, 1993

2. Staff Report

3. Summary of the Workshop and Action Plan for the Ferry Building Renovation Project

4. Preview of the Options Report (to be published at the end of September) for the Waterfront Plan - The Options Report will identify land use choices and issues for public review and comment prior to developing the Waterfront Plan.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterrfront Plan hotline, (415) 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the previous Advisory Board meetings, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpabgen.dyo

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
OCT 15 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
MEETING OF September 15, 1993

Attending Board Members: Boston, Cervantes, Conley, Flanagan, Gee, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Roth, Tufts, Viera, Walker, Woeste

Absent: Bruzzone, Eschen, Gallette, Hanson, Herrera, McWilliams, Mix, Scott, Secchitano, Sedway, Wallace

Attending Port Staff: Polledri, Oshima, Ambrose, Cook, Osmundson

The meeting commenced at approximately 4:45 p.m. The Advisory Board adopted the minutes of July 21, 1993.

The Advisory Board canceled the meeting of October 5, 1993 to provide adequate time to review the Options Report which will be published on October 1, 1993. The next meeting will be October 20, 1993. The Advisory Board also decided to maintain their schedule of meeting the first Tuesday and third Wednesday of each month (Note: changes may be necessary for the Wednesday meetings in November and December because of conflicts with the Port Commission meeting schedule for the holiday season.)

Sharon Polledri presented an update on the Ferry Building project. As a result of the Port's Ferry Building Workshop and the priority placed on the project by the Port Commission, the Port received a $1 million grant pursuant to the federal Intermodal Surface Transportation Enhancement Act to conduct planning and environmental studies for renovation of the Ferry Building. The Port will issue an RFP for these studies in October. The Port also will explore the funding and institutional framework for redeveloping the building. These analyses will be completed in 6-8 months. Design and construction could begin as early as 1996.

Julia Viera stated that the 450 ft. relief map of California that used to be in the Ferry Building has been located and is not in great condition, but probably could be restored. Mr. Neil Malek is putting together a committee to look at its possible reuse and relocation. Ms. Polledri stated that the feasibility of relocating the map to the Ferry Building could be reviewed in the studies that will soon begin for the building. A source of funds to restore the map would have to be found.

Mr. Tufts stated that the Ferry Building and Plaza can be the centerpiece for the entire waterfront and merits careful planning and consideration.

Nan Roth asked for an update on the status of the public toilets being considered for placement at various City locations. Anne Cook summarized that the City is considering possible locations for self cleaning public pay toilets that were recently demonstrated in the City. The toilets would be paid for by advertising kiosks. Three trial Port sites are being considered: 1) along the Promenade; 2) Pier 7; and 3) Pier 1 ½.

Anne Cook then explained the organization of the Options Report that will be published on October 1st. The staff passed out a draft Table of Contents and draft section of the report that addresses the Ferry Building. The Options Report will include a detailed executive summary, Port history, regulatory context, past planning efforts and land use options for individual "Opportunity Sites", (i.e. under-utilized piers and adjacent seawall lots that are a logical planning unit.)

In the Options Report, the waterfront will be broken down into five subareas, for which Port staff will provide a discussion of the planning context and, based on the Advisory Board's Draft Goals and Policies, develop specific planning objectives. Opportunity Sites have been identified in each subarea. For each Opportunity Site, Port staff will identify a list of land uses that may be appropriate for the site based on Advisory Board and public input received over the past two years. For each possible land use, staff will identify possible land use, finance, regulatory and other issues that the Advisory Board would need to consider before deciding whether the land uses are appropriate. The Report also suggests "Land Use Guidelines" to establish conditions or parameters that could be applied to the particular land use.

This approach to the Options Report was developed based on two concepts discussed by the Advisory Board: 1) the Waterfront Plan should be flexible, allowing the Port to adapt to changing finance, market and maritime conditions and needs over 20 years; and 2) the planning process should not assume that all existing waterfront regulations would apply; rather the Advisory Board would consider recommending regulatory change, if necessary to bring about desired waterfront improvements.

Sharon Polledri then provided an update on the economic analysis for the Waterfront Plan. The Options Report will include only general financial information. A subsequent report will be produced at the end of October and will include the more extensive analysis of land use alternatives. Ms. Conley expressed her concern that the Advisory Board should begin considering financial issues as soon as possible to ensure that the Waterfront Plan is economically feasible. The economic consultant will provide a report on the economic analysis at the October 20th meeting. In response to a question by Mr. Tufts, Ms. Polledri explained that specific revenue targets for each subarea are not really feasible because they would depend on future market conditions and specific development financing of capital intensive projects. Mr. Tufts stated that it would be nice to have some type of economic targets. Ms. Polledri responded that one way to begin to address this issue is to develop interim land use policies.

Mr. Moylan stated that many people in the City want to save and reinvigorate maritime industries. He believes that a question that must be addressed by the Advisory Board is whether it is feasible to allow non-maritime development as necessary to provide revenues to subsidize maritime needs without over-developing the waterfront. Ms. Oshima responded that one goal

of the economic analysis is to provide a realistic assessment of the Port's capital investment needs for maritime industries and that Mr. Abernathy is developing a multi-layered financial strategy that would look at both cost-saving strategies as well as better use of Port property. Mr. Tufts and Jeff Blanchfield (BCDC) also explained that BCDC is in the process of updating its Seaport Plan with respect to regional port needs for expansion. Mr. Flanagan and Mr. Tufts discussed that the Advisory Board will re-examine existing regulations if necessary to provide land use options for the Port that would make the Plan financially feasible.

Ms. Levine asked whether the land use options for at least one area of the waterfront could be examined in detail to determine funding possibilities and needs for the proposed land uses and improvements in order to help inform the Advisory Board and the public. Ms. Cook responded that Port staff is considering a workshop like the one conducted by the Port for the Ferry Building to focus on these types of issues.

Mr. Tufts asked whether the financial analysis will indicate what it will cost to provide for maritime needs, in their entirety, and what level of non-maritime development would be required to provide funds to meet these maritime needs. Ms. Polledri responded that the Port is struggling with this issue now because the Port is looking at new revenue-generating strategies, including joint ventures and grant financing and other external avenues for meeting the Port's capital needs. Ms. Oshima explained that the model will be able to generally assess low, moderate and high maritime growth scenarios and related costs and compare these maritime scenarios to different intensities of commercial development to assess the general level of commercial development that would be necessary to cover maritime capital needs.

Julia Viera expressed her opposition to a co-generation plant discussed in a previous Advisory Board meeting by LG&E Energy Systems.

Using a wall map, Port staff then reviewed with the Advisory Board, the Opportunity Sites that will be discussed in each subarea in the Options Report. Ms. Cook explained that the Options Report will not be the Waterfront Plan; rather, it is a report to focus the Advisory Board and the public on issues that need resolution in order to finalize the land uses that would be recommended in the Draft Plan. Ms. Cook then walked the Advisory Board through a draft Options Report discussion for the Ferry Building subarea, to further explain the organization and orientation of the report. The final Options Report will include a discussion of comprehensive, waterfront-wide land use issues such as transportation, open space and urban design and also will raise implementation issues that should be discussed by the Advisory Board over the next few months and addressed more completely in the Draft Plan, such as: 1) interim uses as a means of increasing revenues prior to major development, including interim uses on container terminal expansion areas; and 2) re-evaluation of Seaport planning designations and time frames in light of the increased supply of possible seaport lands due to base closures.

Staff explained that there is a general presumption in the Options Report that existing tenants and operations would remain. If, however, relocation of a tenant is a need identified in the Waterfront Plan process, then a procedure could be developed that the Port would have to follow to relocate that tenant.

Mr. Tufts stated that the following actions could be considered as a means to help streamline the entitlement process: 1) approval of a special area plan; 2) voter approval of the Waterfront Plan; and 3) a public benefit-type corporation make up of agency and community participants and quality control/design review functions.

Mr. Tufts concluded the meeting by recommending that staff assign Advisory Board members to attend community outreach meetings with Port staff to solicit comments on the Options Report.

The meeting was concluded at approximately 7:00 p.m.

These minutes were prepared by Anne Cook.

AC/fj/l:wpmin2

F
58
#
10/20/93

DOCUMENTS DEPT.
OCT 15 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Wednesday, October 20, 1993
4:30 p.m.

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of Sepbember 15, 1993

2. Staff Report

3. Presentation on the Options for Change Report

   - o Review of the land use choices contained in the report
   - o Presentation by Economic Planning Systems regarding financial and economic implications of various land use alternatives that were derived from the land use choices.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, or have questions about the Waterfront Plan project, please call the Waterrfront Plan hotline, (415) 274-0354 and state your concern. If you would like to be added to the mailing list to receive agenda for upcoming meetings, or obtain a copy of minutes for the previous Advisory Board meetings, you may also indicate your request on the hotline. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

58
11/2/93

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

DOCUMENTS DEPT.
OCT 2 1993
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Tuesday, November 2, 1993
4:30 p.m.

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of October 20, 1993

2. Staff Report

3. Receive Public Comments on Options for Change Report

   This meeting will focus primarily on receiving comments regarding land uses suggested for the Fisherman's Wharf subarea described in the Options Report. Subsequent sessions will be held to address detailed comments on the other four subareas described in the report. However, there will be an opportunity at all upcoming Advisory Board meetings for attendees to share their concerns on aspects of the Options Report that are not directly related to the particular subarea under review.

   (Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

   Port staff is in the process of setting up meetings with community orgainizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

SF
P58
#2
11/2/93

DOCUMENTS DEPT.
DEC 2 - 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of November 2, 1993

Attending Board Members: Boston, Bruzzone, Cervantes, Conley, Eschen, Flanagan, Gallette, Levine, McCarthy, Morrison, Moylan, Roth, Tufts, Viera, Woeste

Absent: Gee, Hanson, McWilliams, Millet, Mix, Moy, Scott, Sedway, Secchitano, Wallace, Walker

Attending Port Staff: Abernathy, Polledri, Oshima, Ambrose, Cook

---

The meeting began at approximately 4:40 p.m..

Dan Hodapp, Port Planner, announced that the Port will be organizing a workshop for the Waterfront Plan that will occur after Thanksgiving. The first half of the workshop will be devoted to defining the visions for public uses on Port properties. The second half will explore the feasibility and interrelationship of these public goals with the land use options for select sites discussed in the Options for Change Report. Future details will be provided to the Advisory Board as the workshop planning proceeds. The Advisory Board members were invited to participate, and interested Advisory Board members signed up to help with the workshop. The results of the workshop will be presented to the Advisory Board.

Mr. Abernathy then discussed the decision by COSCO, a major Port shipping tenant, to relocate their operations to the Port of Oakland. Their departure will result in a loss to the Port of approximately $1.8 million per year. Cosco's departure follows the previous announcement by a consortium of lines earlier this year to relocate to Oakland, resulting in an additional loss to the Port of approximately $300,000 per year. These losses further harm the Port's already precarious financial situation. Mr. Abernathy stressed, however, that the Port and Advisory Board should not over-react to the loss of container business. For example, the movement of container ships to Oakland should not be used as fuel for the oversimplified debate over whether San Francisco is going to be a quiche port or a container port. Rather, the Port should be focusing on areas of the cargo business where they would not be in direct competition with Oakland for intermodal container traffic because the City, by virtue of its geography and less than ideal rail access, will always be at a disadvantage in the intermodal market. He further stated that this does not mean that San Francisco will no longer be a maritime Port. While it is not going to be a port like Seattle, Long Beach, Oakland, Los Angeles or Oakland, our facilities will be used by niche carriers for which our rail access is not such a competitive disadvantage. Furthermore, the Port has other public trust responsibilities besides just container shipping (including fishing, ship repair, waterfront recreation, public access) that the Port has a public trust responsibility to plan for and provide. The Port's deferred maintenance needs to protect its public trust assets, the needs of the other maritime industries and the public improvements required to make the Port a delightful place to be, all require significant revenues. The planning process should

aspire to develop a plan that takes all these needs and goals into account. The Port will continue to be a major maritime player, but not necessarily in markets where costly container facilities must be subsidized.

Mr. Moylan asked whether future maritime uses, particularly in the area of shipping, will require a different funding source than traditional revenue bonds. Mr. Abernathy responded that ports used to build container facilities on speculation, before a carrier was signed up. Because 1) the Port of San Francisco no longer has the financial resources to develop cargo facilities on a speculative basis; 2) the market for carriers has shrunk; and 3) the Port is not ideally located to capture intermodal carriers, the Port would not move forward with a new container terminal unless it could show in advance that it would be viable financially. In response to a question from Julia Viera, Mr. Abernathy stated that the Port needs to target carriers that are not very rail dependent.

Mr. Hanson asked whether the Port could still position itself in the container business, aside niche shippers. Mr. Abernathy responded that there is a lot of local cargo moving in the Northern California area. Some carriers serve just this local market and these carriers should be targeted by the Port. The Port can make attractive proposals to these carriers because its facilities have been financed with yesterday's dollars. Carriers like Cosco that want to double their intermodal cargo are not going to be interested in San Francisco. Mr. Tufts queried whether in the future there will be a different type of cargo operation and technology that would be better targeted by San Francisco. Mr. Abernathy responded that he doesn't anticipate major changes in cargo technology in the planning horizon.

Mr. Stein, a member of the public, asked whether the Port could create a barge service to transport containers around the Bay area. Mr. Abernathy responded that this market has been researched in the past and that this service can not compete with rail or truck transport.

Ken Coren of the Dolphin Swimming Club, stated his opinion that Proposition H does not address the financial well-being of the Port and he asked whether the Advisory Board thought they should be concerned with the financial status of the Port. Noreen Ambrose, Deputy City Attorney, clarified that the Advisory Board was not created by Proposition H. Rather, Proposition H placed a moratorium on City actions until such time as the plan is completed, and it amended the zoning ordinance to provide that hotels were not a permitted use on the waterfront. Prop. H also required that the planning process should include maximum feasible public input. Under Proposition H, the Port Commission has the responsibility for preparing the draft plan and it was the Port Commission's decision to create and seek the counsel of the Advisory Board. Presumably the Port Commission would therefore like to hear the Advisory Board's advice on all matters pertinent to a land use plan for the Port, which would include the financial viability of any land use program for Port property. Ms. Ambrose explained that Port property is held in trust pursuant to State legislation and charter mandates, that together dictate that the Port use its trust assets in a financially reasonable and responsible manner to promote public trust purposes. Proposition H is therefore not a barrier to an advisory board to the Port Commission taking those issues into consideration in making recommendations for an implementable land use plan.

Mr. Tufts also responded that the Proposition H recitals state that it is in the best interest of San Francisco to develop a strong and economically vital waterfront. Mr. Tufts further stated that it would be negligent of the Advisory Board to totally ignore the economic impacts of the land use planning in light of the fact that the revenue and resources of governmental agencies are so limited. Mr. Tufts said that the Advisory Board can't plan an inherent bankruptcy for the Port and

that they should make sure that whatever land use plan they recommend will be self-sustaining and provide necessary revenues for the Port's maintenance and capital needs.

Ms. Morrison agreed that the Advisory Board should consider where the money to run the Port will come from. Mr. Tufts refered further questions to legal counsel and asked counsel to take a harder look at this issue.

Mr. Moylan stated that, based on his involvement in the creation of Proposition H, the Proposition H authors intended for the Port to be an economically viable entity. However, some authors believed that the City should subsidize Port operations because such subsidies would lead to jobs and other spinoff benefits to the City. Mr. Moylan's own view is that the Port should be able to do what is necessary to pay its maintenance and capital improvements, but doesn't have to be a cash cow.

The Advisory Board members discussed whether hotels should be discussed by the Advisory Board for waterside sites. Ms. Morrison and Ms. Woeste stated that they should not be discussed. Mr. Flanagan stated that he thinks the committee should consider hotels on the seawall lots, provided that certain conditions of development are met, because Proposition H does not ban landside hotels. He also stated that the Advisory Board should consider the possibility of residential uses on the waterfront because people, whether they are living in residences or staying in hotels, make the waterfront a viable entity, reduce crime and create neighborhoods.

Mr. Abernathy stated that he has been involved in six or seven delightful, low-rise waterside hotels that have included maritime activities and marinas, and that he thinks the planning issue before the Advisory Board is how hotels can be part of a delightful waterfront-wide plan. For example, although the Scandinavian Center project includes a hotel on the seawall lot, which is not prohibited by Proposition H, it could conceivably be a better plan to have the small hotel on the pier and use the seawall lot for activities that would support the residential neighborhood that surrounds it. At least the option should be considered as part of the process to create a delightful waterfront-wide plan.

Ms. Roth stated that there is a tendency to privatize space around hotels and residences and that perhaps these uses could be on upper floors only. Ms. Woeste stated that if the Advisory Board is going to talk about hotels, then someone from the hotel industry should be invited to address the Advisory Board regarding the need for more hotels based on the City's hotel occupancy rate.

Ms. Ambrose reminded the Advisory Board that hotels are considered by the State Lands Commission to be a valid public trust use because they attract people to the waterfront and accommodate people who are engaging in maritime or waterfront activities. Residential uses are not similarly allowed on the piers. In the Options for Change report, residential uses are listed as options only for upland sites and, even on upland sites, would only be allowed if the lots are declared surplus to maritime needs and free of the trust, similar to the findings for the South Beach redevelopment area.

Ms. Cook then explained for the public how the Options Report fits into the overall planning process for the Port, and walked the Advisory Board through the Options Report discussion and concepts for the Fisherman's Wharf area. She reminded the participants that the report primarily focuses on non-water-dependent uses because over 21 piers were reserved for water- dependent activities (including maritime needs) in Phase I.

Ms. Cook passed out worksheets to the Advisory Board to help them focus on the types of issues that need to be addressed in the planning process. The worksheets address the objectives for the subareas, include checklists listing Proposition H and public trust requirements, and provide room for the Advisory Board to add additional comments. The worksheets are tools that the Advisory Board may find useful for recording their thoughts during the subarea meetings. Mr. Tufts thought it may be useful to try to reach consensus on the different questions in the worksheets.

Ms. Cook first asked the Advisory Board to take a few moments to review the objectives for the Fisherman's Wharf subarea and then asked the Advisory Board whether they would like to see any changes to these objectives. The objectives form the basis for the land use options listed in Options For Change.

Mr. Tufts expressed concern regarding the objective discussing revenue-producing uses that could subsidize fishing industry uses. Mr. Tufts specific question was whether the Board should be looking more broadly at how overall revenues for the Port could subsidize waterfront-wide needs, and not just how revenues and needs for subsidies are balanced on a subarea basis. Ms. Conley summarized her view that this objective may be unique for the Wharf because of the need to generate revenues to support projects like the Fisheries Center that people want, but that may not come to fruition unless there is a balance of revenue and non-revenue producing uses on Pier 45. Ms. Cook agreed that this goal may be unique to the Wharf and, in particular, to Pier 45 because of the unique planning history for that Pier. Ms. Roth expressed her view that the Wharf already produces a lot of revenue for the Port. Ms. Conley responded that there isn't currently any revenue from Pier 45. Mr. Flanagan stated that this is the only country he knows of that does not subsidize its fishing industry, and that in other countries major capital expenditures for the industry are beginning to pay back. Mr. Flanagan believes that the restaurants in Fisherman's Wharf are operating below capacity because the image of Fisherman's Wharf is declining. The visibility of the fishing industry at the Wharf must be reinstated in a cost effective manner. Rehabilitation of Pier 45, now underway, is a step in the right direction.

Mr. Moylan suggested that since most tourists already go to the Wharf, perhaps the best way to enliven the Wharf is to make it more attractive to locals as well as visitors. He suggested that this would require something big, bold and exciting. Mr. Flanagan stated his view that if San Franciscans are attracted to the Wharf, then visitors and the revenues they generate will follow. Mr. Tufts asked why the fishing industry is in decline. Mr. Flanagan stated that there appears to be a worldwide decline in fish. In the next ten years the amount of fish will continue to decline, but that doesn't mean that the industry also will decline. He believes there are ways to get more value out of the resource and, hopefully, the Fisheries and Environmental Research Center which is discussed in the Options for Change Report will help address this problem. He believes that the Port's current plans for the Fisherman's Wharf area will serve the industry needs over the next fifty years.

Mr. Bruzzone suggested that it may be time to go back to the Port Commission to ask for some direction regarding whether the subareas should each be economically viable, or whether the viability of the waterfront as a whole should be the goal. Mr. Tufts suggested that it is the role of the Advisory Board to make a recommendation to the Port Commission regarding this manner. Mr. Abernathy recommended that the subareas should be as financially self-sufficient as possible, although some will require more resources than others.

Ms. Cook asked whether any members of the Advisory Board disagreed with any of the recommendations for the Wharf in Options for Change, either in terms of the objectives for the

subarea or in terms of particular land use options. She walked the Advisory Board through the Opportunity Sites and the proposed uses discussed in the Report. She also discussed how the Options for Change proposals may differ from the Draft Fisherman's Wharf CAC Plan which has not been adopted at this time. Mr. Bruzzone asked Mr. Flanagan to characterize the Wharf's view of plans for the Triangle Site. Mr. Flanagan stated that despite City Planning's representation that the underground garage could happen, his view is that the garage is not economically feasible, will never occur, and is not desired by certain Port tenants.

Mr. Flanagan stated that he would like to see a fish auction on Pier 45.

Mr. Moylan stated that the activities on Fish Alley should be more attractive and visible. Mr. Bruzzone stated that T-Shirt shops should not be allowed to proliferate at the Wharf. Mr. Tufts stated that while he doesn't think the Advisory Board's charter includes that level of detail, this discussion does, once again, point to the need to develop a good implementation program that will take these types of issues into account as they arise after the plan is adopted.

Ms. Woeste suggested that perhaps a fish market could be combined with the Ferry Building Farmers Market.

Ms. Oshima asked the Advisory Board to focus on the uses that have been identified for the Fisherman's Wharf Opportunity Sites, and to raise any concerns or objections or additions they may have, so that staff can resolve them prior to the draft plan. Mr. Tufts responded that, based on his review of the chart on page 41, all the uses are worthwhile and appear to be well-reasoned. Ms. Levine stated that if the fishing industry is the key priority, then all the other uses should be examined to see whether they would pose a barrier to the long range enhancement of the industry and, if so, the uses should be taken off the list. She suggested that perhaps the studios and art galleries would interfere with the industry. However, she also noted that Mr. Flanagan thought these new activities in Fish Alley would not necessarily interfere with fishing activities on Pier 45.

Ms. Lieberman from the City Planning Department, stated that she would highlight for the Advisory Board any inconsistencies between the Draft Fisherman's Wharf Plan and the uses proposed in Options for Change.

In response to a request for clarification from Mr. Bruzzone, Anne Cook stated that the public access guidelines on Page 48 refer to the goal of providing public access for the purpose of viewing fishing activities. Furthermore, she explained that the reason that the Options for Change report suggested artist "working" space in Fish Alley, as opposed to galleries, is that the former may cause less tourist traffic that could interfere with the fishing industry and also would require fewer capital improvements than the latter. Ms. Roth stated that art galleries can be a real problem because they prey on tourists and the quality of art often leaves much to be desired. She also stated that most "real artists" probably couldn't afford rent at the Wharf. Mr. Tufts suggested that it may be possible to develop conditions and guidelines to ensure that the artist workspace and galleries would be used for activities most compatible with the area and most attractive to San Franciscans. Mr. Moylan suggested the Torpedo Factory in Alexandria, Virginia as a model that could be repeated in San Francisco, on a much smaller level. The artists there receive reduced rents provided that they are working a set number of hours per week to guarantee that visitors are able to observe them. He added that he had also heard that it is not the most satisfactory arrangement for the artists. Mr. Abernathy stated that in his experience in Oakland with a similar facility, it is hard to attract the artists. Mr. Tufts suggested that guidelines be developed to encourage either creative working space or galleries, of a quality that would also

attract San Franciscans. He suggested that this use could be subsidized, if the rest of the activities in the area generate sufficient revenues to do so. Mr. Stein, a member of the public, stated his view that there are enough local and regional artists in the area to make this type of facility work.

Mr. Joe Houghling, President of the Maritime Museum Association, expressed his concern that the Pampanito and other historic ships were not discussed in enough detail in the Options for Change Report. Ms. Cook explained that they were not discussed in more detail in the report because the needs of historic ships were thoroughly discussed, and space was reserved for their use, in Phase I of the waterfront planning process. Mr. Houghling also stated his view that the Wharf probably could not be made attractive to locals and that areas attractive to locals should be made available elsewhere.

The meeting was adjourned at approximately 7:00 p.m.

These minutes were prepared by Anne Cook.

AC/fj/I:wpmin3

F
58
.1
11/6/93

DOCUMENTS DEPT.
NOV 10 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Tuesday, November 16, 1993
4:30 p.m.

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of October 20, 1993 and November 2, 1993

2. Staff Report

3. Receive Public Comments on Options for Change Report

   This meeting will focus primarily on receiving comments regarding land uses suggested for the Northeast Waterfront (Piers 7-35) subarea described in the Options Report. Subsequent sessions will be held to address detailed comments on other subareas described in the report. However, there will be an opportunity at all upcoming Advisory Board meetings for attendees to share their concerns on aspects of the Options Report that are not directly related to the particular subarea under review.

   (Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

   Port staff is in the process of setting up meetings with community orgainizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

* * *

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

SF
58
2
16-93

DOCUMENTS DEPT.
DEC 2 3 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
MEETING OF November 16, 1993

Attending Board Members: Cervantes, Conley, Eschen, Flanagan, Gee, Millet, Morrison, Moy, Moylan, Roth, Tufts, Walker, Woeste

Absent: Boston, Bruzzone, Gallette, Hanson, Herrera, Levine, McCarthy, McWilliams, Mix, Sedway, Scott, Secchitano, Viera, Wallace

Attending Port Staff: Polledri, Oshima, Ambrose, Cook, Grover, Kilstrom, Bennett, Lozovoy

Attending Port Commissioner: Preston Cook

The meeting commenced at approximately 4:45 p.m.. Port staff introduced Kari Kilstrom to the Advisory Board and members of the public. Kari has joined the Port to assist the preparation of the Waterfront Plan and to manage the Waterfront EIR preparation and review process. Port staff also expressed gratitude to the several key individuals at the Port who assisted with the timely preparation of the "Options for Change" report, namely: Floristine Johnson, Gretchen Grover, Paul Osmundson, and Dan Hodapp.

Port staff reported that meetings were held with Rincon Point/South Beach CAC, Portrero League of Active Neighbors, San Francisco Tomorrow Waterfront Committee and SPUR. The comments received in those meetings will be relayed to the Advisory Board as specific sub-areas are discussed. Mr. Millet stated that he had received phone calls protesting the development of hotels on the piers.

Upcoming items of interest: A two-day workshop for design professionals to prepare a vision of public access and public use opportunities for the Port's waterfront property will be held on November 30/December 1. The next report on the financial model will be presented to the Board sometime after Thanksgiving. The next meeting will be held on Tuesday, December 7th.

The Advisory Board then accepted public comments from Mr. Heller and Mr. Ventresca.

Mr. Jeff Heller, chair of SPUR's Waterfront Committee, offered some comments on the "Options for Change" report, stating that some of his comments are consistent with the position of SPUR's board (as outlined in a recent SPUR newsletter regarding Prop H) and some are preliminary comments and suggestions of the Waterfront Committee. SPUR expressed interest in hosting a workshop to provide input from various perspectives to help develop the plan. SPUR plans to issue a paper sometime near the end of the Waterfront Planning process.

* On behalf of SPUR, Heller commended the Advisory Board on the significant time and effort

expended thus far in the planning process. He expressed optimism that the Waterfront planning process will result in a viable plan for future improvement of Port properties. Philosophically, SPUR observed that citizens have been too ready to fight each other over planning issues and supports a unifying process that can occur around the Waterfront Plan, especially during the meshing of the maritime and non-maritime components.

* SPUR supports a balanced plan, that incorporates viable maritime uses and revenue generating uses in a financially feasible manner. Believes it is possible to achieve both types of uses, as it has been accomplished elsewhere, e.g. Boston. Sees balance as the key to success.

* Improvements north of China Basin should incorporate continuous public access that co-exists with improvements. Protection of views is important; 40-foot height limit on waterside should be maintained.

* Civic uses should be emphasized in the Plan. Properly planned, these uses generate pedestrian activity that enhances and enlivens commercial use activities.

* Where viable, uses should tie back and relate to existing uses nearby.

* Do not "micro-plan", i.e., do not program a use for each pier because, over time, demands will change.

* Housing needs to be considered for some sea wall lots (SWL's), and perhaps on piers. SPUR recognizes the public trust issues, but believes that housing and public access are compatible land use objectives.

* Fish Alley retail: endeavor to preserve the character of the working fishing industry environment.

* Ferry Building: The plaza plan, to date, is not very inspiring. A more creative design solution is called for. Parking is an issue that should be simultaneously addressed.

* There should be continuous public transit between Fisherman's Wharf and South Beach that does not require a transfer between the two lines at Market Street.

* Ferries could be emphasized to a greater degree. Potential for an Airport-to-Downtown Ferry.

* Public-Private partnership opportunities should be encouraged.

* Pier 46B: The public access promenade should be a carefully considered element at this location.

* Hunter's Point: Keep this area in mind; ensure some coordination between the two planning efforts.

* Port should coordinate with BCDC during the preparation of the new "Seaport Plan".

* State Lands Commission and regulations: If the Plan is strong enough and is well-accepted, then maybe the Port will have strong rationale to work with waterfront regulatory agencies to address regulatory obstacles that would inhibit follow-through under the Plan.

* SPUR Waterfront Committee wants to support a plan that is developed with public consensus.

Ms. Woeste observed the success of the Farmer's Market and various athletic events such as

10K runs along the waterfront. She would like the plan to accommodate these activities, and others, where possible.

Given the work that has been completed for the Waterfront Transportation Projects, Mr. Flanagan questioned whether there still is an opportunity to provide a transit connection at Market Street to allow continuous transit service from Fishermans Wharf to South Beach without requiring a transfer. He questioned whether there were enough SWL's to accommodate future hotel/residential needs. Mr. Heller replied that since the answer to that question is unknown at this time, SPUR recommends that the WPAB keep an open mind in order to consider the best economic future for any surplus maritime lands, and let economics guide some of the future specific land use decisions. Mr. Flanagan concurred with SPUR in recommending that the design and tenant-mix for Fish Alley be closely related to the maritime activities occurring in this sub-area.

Mr. Moylan raised questions that initiated a discussion of the merits of addressing pier-side hotels in the Waterfront Planning process when they are banned under Proposition H. Mr. Heller observed this as a problem associated with planning by initiative. With respect to Prop. H, Mr. Heller noted that the initiative was not approved by a landslide. Mr. Heller suggested that the Waterfront Plan is a comprehensive effort and, in that context, hotels should be analyzed. If it were determined that there is some rationale for considering pier-side hotels in the Plan, the Plan would still need approval by the voters.

Ms. Conley noted that the WPAB's charge is to recommend a set of land uses and public amenities that are feasible and that can be implemented in our lifetimes. If the Board creates a fairy tale plan that cannot be financed, then it has failed in it's mission. If the plan doesn't work without residential or hotel opportunities, then the Board has an obligation to consider those uses.

Mr. Walker concurred with SPUR, that transit is needed from North to South along the waterfront. He also noted that large-scale development requires a certain threshold of population density to support certain uses, including transit.

Chair Tufts observed that there is a consensus among the Advisory Board members in support of a transit linkage all along the waterfront (i.e., between the F-line and MUNI Metro extension) and that this should be stated in the Report. He requested that staff draft a letter to City Hall articulating this position. Mr. Tufts also recalled that the WPAB agreed to discuss regulatory restrictions on a case-by-case basis, if they are truly obstacles to certain land uses. The WPAB agreed to keep an open mind, even to uses such as hotels, that would require regulatory modifications. Mr. Tufts also agreed with SPUR that the Ferry Plaza is a centerpiece for the Ferry Building and that its rehabilitation should be the product of truly creative thinking.

Mr. Joel Ventresca, head of the Waterfront Committee of San Francisco Tomorrow (SFT) offered his remarks concerning the Options for Change report to the Advisory Board. They included the following:

* Options for Change identifies three pier sites that may be suitable for hotel use. Mr. Ventresca stated that none of the piers should be utilized for hotels and feels that a false choice is presented by stating that hotel, office or commercial uses are needed to support other, non-revenue generating land uses.

* Emphasized importance of following the existing regulations and that changing the rules will prolong the process for years to come.

* All waterside properties should be reserved for water-dependent land uses only.

* City should make a direct investment in the waterfront, as was done for Yerba Buena Gardens, to support water-dependent activities on piers.

* Warns: Don't ignore Proposition H. Claims that WPAB is violating Prop. H in five ways:

  1) Proposition H states that the most beneficial land uses are related to or dependent upon the water. Charges that WPAB is proposing uses that are not "most beneficial" by this definition.

  2) Advisory Board needs to create a list of unacceptable land uses.

  3) City agencies or officers are prohibited from taking any action that would permit hotel development.

  4) Hotels do not need to be located and are not permitted on the piers.

  5) City and County should have requested conforming amendments within 180-days of Prop. H passage.

* Recommends that the WPAB: 1) Incorporate Prop. H restrictions into the Options for Change report; 2) Direct staff to discontinue any consideration of hotels within a long-range Waterfront Plan and; 3) To apply for conforming amendments to all applicable regulatory or planning documents consistent with Prop. H.

Noreen Ambrose pointed out that Options For Change is not a draft Waterfront Plan. It is a staff prepared report to focus Advisory Board and public review of non-maritime use possibilities on Port property. She noted that recommendations already have been made for water-dependent uses.

Following these public comments, Ms. Oshima presented an overview of the Northeast Waterfront subarea in order to facilitate a focused discussion of the objectives for future improvements, potential land uses and development guidelines for the sub-area or specific opportunity sites.

Ms. Roth suggested that public access to the waterfront is currently weak and that a public institution or other public amenity would attract people to the waterfront and provide the consumer demand for other types of uses. Access in this case needs to be more than views of the water: gathering places are needed. This comment applies to the entire waterfront, not just the Northeast subarea. In terms of the Northeast area, it is important to emphasize maritime land uses, not simply the maritime character. And, the SWL's in this subarea should relate to the historic district (Battery/Sansome corridor) nearby.

Mr. Moylan acknowledged the earlier statements made by Mr. Heller and encouraged the Board to avoid the temptation to micro-manage when considering possible land uses for a given subarea. For example, if we are trying to encourage uses that tend to promote use of public transit, then one might argue that cruise lines would not be favored in this subarea. Pier 33-35 and the SWL across from it could be considered the gateway to Fisherman's Wharf and, therefore, land uses and design proposals should reflect that goal or theme.

Ms. Oshima observed that the gateway location is not clear in this area and that Pier 35 is sometimes considered part of Fisherman's Wharf.

Ms. Roth pointed out that gateway concepts do not necessarily dictate land use, but could be expressed through accessory features that symbolize gateway or transitions from one area to another.

Mr. Flanagan feels that uses in this area should be complimentary to hotels or cruise ships. The piers, such as 35, could be used more fully to generate revenue during the periods when the pier is not in use by the cruise lines. He suggested ideas that have been previously discussed such as a festival hall, conference facilities, jazz festivals, etc. He added that he disagreed with Mr. Moylan's earlier remark and

feels that cruise ship users may very well utilize public transit as a means of accessing the cruise terminal facility.

Mr. Moylan concurs with Ms. Roth, that design elements should be encouraged to symbolize the gateway to Fisherman's Wharf.

Mr. Walker stated that it is important to recognize the evolution of land uses along the waterfront as well as the waterfront's history. The plan should increase public access and public utilization of the area between Pier 19 and 29 so that the public's perception of what is going on at the water's edge is enhanced. And, the Board should encourage commercial activities that relate to existing maritime support activities.

Ms. Woeste pointed out that running meets held along the Embarcadero have worked out quite well. When the roadway improvements are complete, similar events could be staged in areas that can best take advantage of the commercial opportunities that come when thousands of participants spend the day along the waterfront.

Mr. Millet added that fishing pole or roller blade rentals could be accessory uses consistent with the high level of activity suggested by Ms. Woeste for this subarea of the waterfront.

Mr. Flanagan urged the staff to consider a mix of commercial, recreational, housing or other uses side-by-side with maritime/industrial activity. In many cases, these land uses are compatible.

Chair Tufts encouraged the Board to move toward a more focused, specific discussion of the opportunity sites within the Northeast Waterfront subarea.

Ms. Oshima described the potential land uses that may be appropriate for Opportunity Site "E" and asked the Board for feedback regarding the land use options.

Ms. Roth stated that SWL 314 is a very traffic sensitive area and that any change from the existing land use must consider the traffic implications very carefully. Roth also remembered that the Foreign Trade Zone (FTZ) and chandlers wanted to stay near Fisherman's Wharf and the Cruise terminal. She questioned whether we could accommodate FTZ's needs in a smaller space at Pier 31.

Ms. Grover explained that there is a proposal to expand FTZ to additional facilities at Pier 17 and/or 48.

Mr. Eschen inquired about truck access and how the plan will consider potential access or traffic issues. Ms. Grover stated that the Port is working with the FTZ to resolve the access issues.

Mr. Clayton Mansfield of the Richmond District Democratic Club stated that Proposition H reflects the judgement of the voters. Although he believes in never saying "never", he feels the plan should be based upon the premise that hotels are not appropriate on the piers. Also, give consideration to agricultural (aquaculture) uses such as kelp production. These may be more appropriate uses of the Port's property.

Mr. Moylan stated that the Cruise Terminal at Pier 35 should be made a priority use for this Opportunity Site. Pier 33 could be used as a full-time convention facility. If the Port finds that the Cruise Terminal cannot happen at Pier 35, then another site may be considered as a fall-back. He recommends abandoning Piers 30-32 as a potential site for Cruise uses.

Mr. Feinstein of Golden Gate Audubon Society expressed his concern about wetlands at Pier 94. He believes that if container terminals are constructed or expanded, then wetland mitigation may be necessary. He emphasized the importance of considering environmental issues when planning for land uses at Pier 94. He also informed the Board that public access in sensitive environments, such as Pier

98, can pose problems for habitat breeding, etc.. Mr. Feinstein added his concern regarding planning for hotels on piers in light of Proposition H. He stated that Proposition H was passed by the voting public and that should mean something. Also, a list of unacceptable non-maritime land uses should be identified in this process. Audubon feels that if hotels are permitted on piers, there will be a proliferation of new pier construction that will displace wildlife habitat.

Mr. Moylan asked Mr. Feinstein to create a map depicting opportunity sites for wetland preservation and Mr. Feinstein agreed to put something together.

Ms. Grover informed the Board of restrictive Fire Code regulations that may apply to buildings that are longer than they are wide. Ms. Polledri added that the most restrictive fire code regulations are usually applied to high-occupancy/assembly uses; office/retail or other similar uses may not bear the same burden in terms of design restrictions.

Chair Tufts reminded the Board of the significance of the dredging issue and that Pier 35 requires more dredging than Pier 30-32.

Mr. Flanagan stated that dredging should be considered in a cost/benefit analysis of the cruise terminal project; the rental revenue may off-set the cost of dredging. A cruise terminal at Pier 30-32 would generate spin-off effects such as traffic and revenue. Also, the effect of a cruise terminal at Pier 30-32 upon Fisherman's Wharf should be considered. The merchants in Fisherman's Wharf feel dependent upon the cruise line as a revenue generator.

Ms. Cervantes observed that the discussion is getting too specific.

Ms. Woeste observed that the discussion of the hotels consumes valuable time in the meetings. Chair Tufts directed staff to designate a date at which time pier-side hotels would be specifically addressed. It is his hope that such a meeting would reduce the degree to which other Waterfront Plan discussions are distracted by the hotel issue.

Mr. Flanagan suggested that a policy be considered that would tie-in the SWL's with whatever use is developed at the nearby piers, i.e. the uses on the piers should dictate the use of the SWL's. Chair Tufts summarized by suggesting that the priority of SWL's should be uses in support of primary land uses occurring at the nearby Piers.

Ms. Roth observed that there is no crosswalk at Bay Street and the F-line precludes pedestrian crossing at this point; therefore a direct relationship between Pier 33-35 and SWL #314 may not be practical. She suggested that the Board is not in a position to set specific land use priorities at this time. Ms. Polledri agreed, stating that over-generalized goals for SWL's may not be applicable as conditions vary greatly along the waterfront. Roth stated that it is not clear what the rationale was for proposing parking in some locations and not others, why some business uses were proposed on piers and not others.

Ms. Oshima responded by stating that the uses in the Options for Change report are intended to reflect a logical relationship between activities on piers and their adjacent seawall lots. In addition, the land use options considered what would be compatible with existing and surrounding land uses, and noted that this subarea is in a transition phase.

Mr. Joe O'Donahue stated that he does not see the macro-emphasis on maritime land uses along the waterfront. Until the Port's commitment to maritime uses is communicated, the public will be very concerned and will not feel comfortable with the plan. Ms. Oshima explained that Options for Change reflects Phase Two of the planning process, focusing primarily on identifying appropriate non-maritime use of properties that have not been recommended for water-dependent (maritime) uses. Phase One of the planning process, completed at the end of 1992, focused exclusively on water dependent uses first.

Ms. Cook explained that Phase I of the process emphasized maritime uses and that 21 piers were reserved at that time.

Mr. Moylan suggested that four key elements should be included in the plan: goals, land uses, design criteria and priority sites for certain land uses.

Mr. Jim Stevens, treasurer for San Francisco Tomorrow, stated that Prop. H was precipitated by fears that San Francisco's Port would repeat mistakes seen elsewhere, including the proliferation of hotels, isolation of residents from the shoreline, displacement of fishing and maritime industries, and the multiplier effect of one hotel at the waterfront generating interest in building more and more hotels.

Ms. Oshima responded that there may be good planning reasons to consider hotels at certain locations and that this debate should be part of a rational planning process for specific opportunity sites.

Mr. Flanagan stated that it is very disconcerting to him when voters pass legislation and the legislators then do what they want to do anyway.

Mr. O'Donahue emphasized his interest in the job opportunities afforded by the maritime activities along the waterfront. Non-maritime uses are acceptable inasmuch as they benefit the City. Hotels are exclusionary and primarily benefit tourists. There were reasons behind the ban on hotels, which hit a nerve with the voters of the City. Mr. O'Donohue stated that people are sensitive to the revenue problems the Port is facing and would support public financing (such as a bond measure) for the tunnels or containerization.

The meeting was adjourned at 7:30 p.m.

F
58
.1
12/93

DOCUMENTS DEPT.
DEC 2 - 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Tuesday, December 7, 1993
4:30 p.m.

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of November 2, 1993 and November 16, 1993

2. Staff Report

3. Receive Public Comments on Options for Change Report - Fisherman's Wharf and Northeast Waterfront Subareas

   This meeting will focus primarily on completing public comments and discussion of the Fisherman's Wharf and Northeast Waterfront (Piers 7-35) subareas described in the Options Report. Subsequent sessions will be held to address detailed comments on other subareas described in the report. There will be an opportunity to air general comments on other aspects of the Options Report that are not directly related to the particular subareas under review. However, the Advisory Board will defer all discussions regarding hotels to a special meeting that tentatively has been scheduled for Tuesday, January 11, 1994.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

* * *

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

wpabgen.dyo

SF
'58
2
-7-93

DOCUMENTS DEPT.
DEC 23 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of December 7, 1993

Attending Board Members: Bruzzone, Cervantes, Conley, Eschen, Flanagan, Gallette, Levine, Millet, Moy, Moylan, Roth, Tufts, Viera, Wallace, Walker.

Absent: Boston, Gee, Hanson, McCarthy, McWilliams, Mix, Morrison, Scott, Secchitano, Sedway, Woeste

Attending Port Staff: Cook, Oshima, Kilstrom, Bennett, Polledri

The meeting began at approximately 4:40 p.m.

The Advisory Board discussed the need to require more regular participation by certain members of the Advisory Board who are frequently absent from the meetings.

Diane Oshima announced that Dennis Bouey has been selected as the Port's Executive Director and will start work at the Port after Christmas.

Ms. Oshima announced that the Port Commission voted at its last meeting to terminate negotiations for the Scandinavian Center Project at Piers 30-32.

Ms. Oshima discussed the Advisory Board schedule to complete Phase II of the planning process. She stated that staff would like to bring the various activities associated with the Waterfront Plan process, including the workshops, the community outreach effort, interagency staff work and the work of the Advisory Board together in a two day waterfront planning forum in February or March. Further details will be forthcoming at the Advisory Board's next meeting.

In response to a question from Ms. Roth, Ms Oshima stated that Port staff has met with EPS and was planning a full report to the Advisory Board on the model, including two test scenarios chosen by Port staff to test the model. Instead, in a meeting with representatives from the Advisory Board, including Bob Tufts, Denise Conley and Peter Moylan, it was decided that rather than present test scenarios chosen by staff at this time, it would be preferable to develop test scenarios with the input of a subcommittee of the Advisory Board, before bringing test case scenario results to the full Advisory Board. The staff therefore will set up a subcommittee of the Advisory Board to help develop scenarios for Port staff to run through the model. The model should be loaded onto the Port computer and Port staff should be fully trained in its use by the end of December and will then analyze land use scenarios chosen by the Advisory Board. Mr. Tufts stated that because there are so many complicated details, he recommended that the small subcommittee review the financial and economic information and then bring it to the full Advisory Board.

Ms. Oshima explained that there will therefore be a two part presentation of financial and economic information. Port staff will send general financial and economic information developed by EPS to the Advisory Board in December. Then, after the Economic Subcommittee has had the opportunity to work with staff on land use test scenarios, a second report focussing on the results of the model runs will be presented to the Advisory Board, probably in late January.

Mr. Tufts and Ms. Roth stated that the Advisory Board should not rush the final phases of the planning process because they will be making key decisions about the future of the waterfront and should take time to carefully review financial and economic information once land use scenarios have been chosen. Mr. Moylan stated that, based on the preview of the financial study results, he agreed that the presentation of the complicated financial facts should be clear. Because the financial and economic issues are quite complex, the Economic Subcommittee should be instituted to distill the information and help simplify it for the Advisory Board.

Ms. Levine also agreed that it would be most efficient for the Economic Subcommittee to first review the financial information associated with various land use scenarios before presenting it to the full Advisory Board.

Staff also recommended that an implementation subcommittee be formed to review in greater detail the complex implementation issues associated with the waterfront plan and to develop a proposed implementation strategy for the review of the full Advisory Board.

Staff passed around a sign up sheet for the implementation and economic subcommittees.

There was further discussion of the benefits of the waterfront forum concept and tentative dates were discussed.

The Advisory Board discussed their desire to encourage the City to allow for direct transit connections between the northern and southern waterfront. Mr. Moylan stated that Mr. Cruz, manager of the Waterfront Transportation Projects, explained that studies for the roadway completed in 1984 determined that there would not be sufficient ridership on a direct line between the northern and southern waterfront to qualify for federal construction funds. The City therefore designed the transportation improvements now underway in a manner to facilitate future direct connections between the northern and southern waterfront once ridership demand for such a connection increases.

The Advisory Board discussed their possible schedule for January and February. Staff will send the Advisory Board further schedule information in their next agenda packet.

Ms. Oshima briefly described the workshops that were just completed for the waterfront and she informed the Advisory Board that they would receive a full presentation of the workshop results at their first meeting in January.

Ms. Oshima then began the discussion of the Northeast Waterfront. She pointed out that staff wanted to further discuss the rationale behind the land use choices presented in Options for Change for the Northeast and Wharf subareas, in order to determine whether the Advisory Board had any objections to the land use choices.

She stated that there appears to be consensus that the Northeast subarea is the gateway to the Wharf and to the Broadway Corridor. It is a transitional area between the visitor serving Wharf

and the Downtown area. There appears to be consensus that the area should be enlivened, and and that the diversity of uses in the area and, in particular, the maritime character of the area, should be retained to the extent possible. The Pier 7 fishing pier is a key attraction and public amenity that should be united with the City now that the freeway has come down.

Revenue production is an objective in the subarea, as is provision of more public benefits and amenities. The existing newsprint terminal, Foreign Trade Zone and Cotton Warehouse are not the only possible water-dependent activities in the subarea. For example, the cruise terminal is still located at Pier 35, but could be considered for other piers such as Piers 27 and 29 if the newsprint terminal was relocated to the Southern Waterfront. She pointed out possible mixes of uses related to cruise activities and other maritime and non-maritime uses that could be accommodated in the subarea.

Ms. Oshima stated that the loss of major shipping lines in recent months indicates how quickly maritime industries may relocate and how quickly the Port would need to adapt to maritime changes if the waterfront is to remain a diverse and lively place. Flexibility in the land uses in this subarea would allow the Port to quickly react to unforseen business and operational needs and constraints as they arise. Many of the piers in this subarea will be more difficult to access once the Embarcadero roadway improvements are completed.

Ms. Oshima stated that this subarea may prove a good location for an excursion boat terminal. Currently, Hornblower Yachts operates at Pier 31 1/2 which works well for their needs except there is not adequate parking at that location. There is, however, an opportunity for expansion of this use at Pier 9 and in other locations in other subareas. Flexibility in location of this use is important.

Mr. Moylan stated that the key issues for this subarea seem to be the location of the cruise terminal and whether warehousing activities on the other piers should be relocated. He suggested that the Advisory Board develop broad goals related to these issues that would allow the Port flexibility in determining precise locations for the uses. Ms. Oshima suggested that the Advisory Board also could recommend that water-dependent activities should remain a high priority and should be incorporated in new development. This approach may provide the latitude needed to maximize water-dependent uses as "anchors" that would be developed or improved in conjunction with development of non-waterdependent activities.

Ms. Ambrose pointed out that, historically, the Port's mandate has been interpreted to give the Port sole jurisdiction to determine the proper location for water-dependent uses. So, at best, the Advisory Board could only advise the Port of possible locations for water-dependent uses, unless there was a city charter amendment to take that power away from the Port.

Mr. Moylan stated that if there are three or four possible locations for one facility, then the Advisory Board should provide a specific framework within which the Port can have flexibility to place and relocate maritime uses as they deem best to meet business and market needs as they arise.

Ms. Oshima stated that, in general, the Port has taken a hands off position on whether to move the warehouses located in the Northeast subarea, leaving the question of whether relocation to the southern waterfront would benefit the tenants business needs to the discretion of the tenants. Yet, in the planning process, the Advisory Board may want to consider alternative uses for the piers in the Northeast subarea in case warehousing tenants decide that they do want to relocate.

Mr. Walker stated that the movement of heavy industrial warehousing and cargo-related uses is clearly towards the south and perhaps this should be explicit in the Plan. Nevertheless, he suggested that the Plan should also clearly state that these users, and their right to be located at the Port of San Francisco at competitive rates, should be protected because they benefit the City and the Port. Ms. Oshima agreed with this concept and stated that the plan could even go the next step and set forth possible alternative uses if the warehouses moved south.

Mr. Moylan stated that he is not sure the Advisory Board will be able to say exactly where specific land uses should be located on the waterfront. Rather, that level of specificity should be addressed when specific development proposals are reviewed. Ms. Oshima responded that this is why the staff recommended a "menu" of land uses that could be possible on a given site once market and other factors are analyzed for specific projects.

Ms. Ambrose asked Mr. Moylan whether he was asking for a plan that says a cruise terminal is at 27 and 29 and, therefore, should not be at 35 or 33? Mr. Moylan responded that within this area they would like to see a cruise terminal and public oriented maritime uses, but that what configuration on which pier would be up to other professionals. Also, for example, the Advisory Board could say that our preference for 15 and 17 is for excursion uses, but that this would depend on whether the warehouse chose to relocate. If they did not want to move, then that would be O.K. too.

Mr. Flanagan stated that there has always been a strong advocacy group for the cruise terminal on the northern waterfront as opposed to the Scandinavian Center project. Ms. Oshima stated that the Advisory Board could adopt such a preference if they so desired.

Ms. Cervantes observed that the waterfront is being treated as the front yard only of those who reside on it, and she reminded the Advisory Board that the waterfront belongs to all the communities and residents of the City and should be economically and physically accessible to all.

The Advisory Board discussed whether they should list specific priority uses for each waterfront site. Ms. Ambrose suggested that detailed specificity may not give the Port enough flexibility to quickly respond to market changes and tenant needs. For example, last week Piers 27 and 29 were not considered an option for the cruise business because there was not an expectation that the newsprint terminal may be interested in relocating to Pier 80. A priority system, if very site specific, could become immediately out of date if, for example, laws governing the cruise or fishing industry were to change or a tenant were to decide to relocate. Ms. Ambrose stated that it may be better to think in terms of principal permitted uses, conditional uses or non-conforming uses, which are use categories currently used by City Planning.

Mr. Moylan stated that perhaps general criteria and examples of uses could provide both some guidance and some flexibility to the Port. The Advisory Board continued to discuss the need to state preferences without listing uses in priority order that must be followed. Ms. Ambrose stated that it makes sense for the Advisory Board to state their recommendations and preferences to the Port, but they should expect that the waterfront plan, as embodied in the City's Master Plan and Zoning Ordinance, must fit within the categories of permitted, conditional, and non-conforming uses.

Mr. Walker suggested that the Advisory Board consider trying to define the character of a subarea and recommending land uses that would contribute to that character and those that

would be unacceptable because they would not contribute to that character.

Returning to the discussion of specific land use options, Ms. Oshima stated that another water dependent activity that may be desirable for the area is a sailing center with active berthing and a yacht display center, perhaps at Pier 9 or in the Pier 33 and 35 area. Sailing center uses also could include sailing classes, workshops on boat repair and other related activities. She cautioned, however, that in the past a hotel has been seen as the revenue generating element of such a project. Pier 9 would be ideal for a sailing center-type facility because it has visibility, is adjacent to Pier 7 which would enhance such a project, there is plenty of water space for the berthing, and an adjacent seawall lot could accommodate a hotel or other revenue generator to facilitate the project. Also, it would be compatible with the Bar Pilots currently located on that site.

Ms. Viera stated that the Bay is perfect for first class yachts and the Pier 9 area could be an ideal location for a sailing center and related uses.

Ms. Oshima discussed two ideas from the Developer's Workshop that could be considered by the Advisory Board. One was a public market development on Piers 15 and 17, with housing on adjacent seawall lots and a hotel as the gateway to Broadway and the Northern Embarcadero, and an excursion boat dock near the Waterfront Restaurant. On a preliminary basis, assuming no seismic or substructure repairs, this mixture of uses probably could produce revenue to the Port.

For Pier 27 and 29, the Developer's workshop considered the possibility of an entertainment and events center, inspired by the Sony project in Berlin, that could include huge video screening areas for sports and educational events, live events, parking, a food court, multi-media, and a high-tech amusement center involving interactive technology. These two ideas illustrate what could be possible given the land use options identified in Options for Change. The workshop participants felt that these uses could coexist very well with housing on adjacent seawall lots to enliven the waterfront, provide some revenue to the Port, and meet some of the objectives for the subarea.

Mr. Flanagan stated that the Port should request that developers fund more public amenities than they have in the past. He recommended that the Port review how the City got Olympia and York to provide museums and other public benefits upfront as part of the Yerba Buena Project, because that strategy allowed the City to receive major public benefits even though the overall project has been delayed.

The Advisory Board paused to adopt unanimously the minutes of the meetings of October 20th and November 2nd.

Mr. Tufts stated that, from a political and regulatory perspective, approval of residential units on piers probably would be very difficult. Ms. Levine stated that there is a concept of a "caretaker unit", which allows for a minimal number of residential units in industrial projects. Mr. Tufts stated that BCDC allows caretaker live-a-boards on a very limited basis in marinas. Ms. Levine asked whether this same concept could be applied to allow caretaker units on piers. Mr Tufts responded that from BCDC's perspective, there probably would have to be a clear need for such units for safety or other reasons.

Anne Cook then began the discussion of the Fisherman's Wharf subarea. Because the Advisory Board did not complete their discussion of the Fisherman's Wharf subarea during previous

meetings, staff raised some follow up issues that need to be further addressed. Ms. Cook reminded the Advisory Board that they received a memo from City Planning describing where the land use possibilities discussed in Options for Change differ from the land uses proposed in the Draft Fisherman's Wharf area plan.

Ms. Cook introduced Kirk Bennett to the Advisory Board. Kirk is the Fisherman's Wharf Manager who oversees Port operations and tenants at the Wharf and has a unique operational perspective on the Wharf. Ms. Cook summarized the four Opportunity Sites for the subarea identified in previous meetings: Fish Alley, Pier 45, the Triangle Lot and Pier 43 1/2. She explained that these sites differ from other opportunity sites identified in Options for Change because they are already leased, often under long-term leases, or because long-term planning and construction projects are already underway for most of the area. Nevertheless, there appears to be public sentiment for incremental changes in the area to improve public access, open space, further enhance the fishing industry uses or make the area more attractive to San Franciscans.

Ms. Cook reported that she met with Nan Roth, Eva Lieberman, Denise McCarthy, Pat Flanagan and Port staff at the Wharf for the purpose of better defining the area that constitutes Fish Alley. The consensus of the group was that Fish Alley is the one block area bounded by Jefferson Street and the Bay and Hyde Street and Leavenworth Street, where the Fish Alley street sign and historical marker are located. However, she also pointed out that the fishing industry tends to think of Fish Alley as also including the block to the east, up to Jones Street.

Ms. Cook explained that the water taxi designation listed in the Options for Change report was intended only to apply to Pier 47A which is outside of the heavy fish handling area.

Mr. Bennett also explained that the "opportunity site" designation for Fish Alley has been somewhat confusing in that the type of changes being discussed for the area are only incremental or infill uses and there is no desire to change the area from its predominantly fishing industry use and the existing mix of uses. In fact, major projects for the industry are under construction or in the planning stage. Clearly, Phase I designations reflected these priorities for the area. In the Phase II Options for Change report, possible interim, adaptive reuse of Fish Alley properties is discussed as an option, only on an interim basis if necessary during times when fish handling properties are not needed for fishing related uses. Currently, the industry is under severe financial pressure and fishing businesses are folding or consolidating. At the same time, the Port is entering the final construction phase of the project to repair and modernize fish handling facilities on Pier 45 that were damaged by the 1989 earthquake. The result of possible consolidations and relocations will be vacant buildings in Fish Alley. To avoid such vacancies, staff proposed consideration of interim adaptive reuse of these properties only during down cycles of the industry. The Port recognizes that the industry is very cyclical and may revive and stabilize when fisheries increase and/or when the new harbor is built at the Hyde Street Pier.

Mr. Bennett stated that interim adaptive reuses should not permanently prevent reuse for fish handling when the industry experiences an upswing. Second, adaptive reuse should not conflict with existing fish processing activities. Third, adaptive uses could be different in different locations, depending on closeness to the water vs. frontage on Jefferson Street. In Fish Alley, the reuse should not encourage heavy traffic or involve extensive remodeling, because major investments for new uses tend to encourage permanency. He recommended Granville Island in Vancouver as a good model for mixtures of working artists and industrial space. At Granville Island, while the artists must be observable by the public, they do not generate a lot of foot traffic or interfere with what is essentially an industrial area. More intensive uses in Granville Island are

allowed in the more public areas where there are minimal conflicts. The rents they pay are comparable to industrial rents.

Mr. Bennett stated that another possible interim use is maritime support.

He further stated that on Jefferson Street, a broader range of adaptive reuses could be appropriate, including, perhaps, a wider range of artist and gallery uses, museums, and public assembly and entertainment uses particularly oriented towards local and regional patrons. For example, in Granville Island, 60 percent of the visitors come from the City of Vancouver while at Fisherman's Wharf the majority of visitors are tourists.

Mr. Bennett stated that uses on Jefferson Street should visually preserve the architectural character of the area, serve the needs of both visitors and San Franciscans, and should be compatible with adjacent retail uses across Jefferson Street and nearby fishing industry uses. The priority uses in the general area should continue to be fishing-related.

In response to a question from Mr. Tufts, Mr. Bennett stated that permitted interim uses should be limited to those that require only minimal investment and could therefore be viable on a short term basis.

Ms. Levine recommended that Mr. Bennett contact an organization called Arthouse that helps locate facilities for artists. The main thing that the artists want is a place where they can do industrial work in relatively cheap space. Mr. Bennett stated that there is a spectrum of artists, from those who want very public gallery space to those who want very private space.

Mr. Flanagan stated that there is a forty foot height limit in the area and none of the buildings reach that height. He suggested that it may be possible to expand up and allow new uses in a manner that wouldn't conflict with the fishing industry uses.

Ms. Roth stated that during the Wharf visit she became aware of the potential conflicts between industry activities and the public and she also realized that the area has a unique architectural character that should be retained. She also recommended distinguishing between local and regional artist galleries, which could be appropriate for the area, and the less unique, commercial galleries that may not be appropriate.

Mr. Moylan asked Mr. Flanagan whether he could predict future fishing industry needs. Mr. Flanagan responded that if the Hyde Street Harbor and related improvements are built, then related land use demands may well increase in the fish handling areas. Also, storage is needed in the area for the Maritime Museum and for the fishing industry. He recommended flexibility in land uses in the area, for both the Port and the industry. Finally, Mr. Flanagan stated that there is a need for less expensive restaurants for the fishing industry and swim club patrons and employees in the area.

Ms. Cook then described the Pier 45 site and provided detailed information regarding the land use options suggested for the area. She explained both the current uses and the uses that will occur after completion of the Pier 45 Earthquake Repair Project, which will primarily be fish handling. She also explained that the north end of Shed D and the south end of Shed B may best be used for compatible public assembly or retail space, respectively. There may be a need for an assembly or meeting area in conjunction with the Fisheries Center. Possible museum-related uses include support for the Pampanito, extension of maritime museum uses, or a

museum of Wharf history. Ceremonial berthing was suggested for the site to allow continued berthing alongside Shed C, and parking was suggested to replace parking lost because of the earthquake damage and also to support fishing industry and Fisheries Center activities. Ms. Cook explained that parking also is needed to comply with conditions of a $3 million dollar loan the Port has received for the proposed Harbor. Mr. Bennett stated that fishing industry parking is in great demand at the Wharf. Also, maritime offices could be developed in conjunction with the Fisheries Center for fishing-related agencies such as Fish and Game, fish inspection offices and related activities. Retail uses also could be developed in conjunction with the Fisheries Center to accommodate the public and employees who would visit and work at the Fisheries Center.

Mr. Bennett reminded the Advisory Board that the Fisheries Center study is underway to identify the best mix of uses for the Fisheries Center. The list of land use options for Pier 45 includes the uses currently being evaluated in that study.

Mr. Flanagan stated that there may be a parking need in Fish Alley to accommodate the fishing industry, particularly once the Harbor is developed. Mr. Bennett stated that a possible location might be the old Bell Smoked Fish space near Hyde Street.

Anne Cook asked the Advisory Board whether, now that staff further explained the proposed options for these Wharf sites, they had any concerns or disagreement with them. Ms. Lieberman stated that the Port's goal of retaining fishing as the principle use in Fish Alley is consistent with the Draft Fisherman's Wharf area plan. However, it will be important to further define the types and terms of possible interim uses. She thinks there may be a conflict if the Advisory Board proposes additional non-maritime uses along Jefferson Street, other than those already in existence, but this issue could be considered by the Fisherman's Wharf CAC.

Mr. Bennett restated that there are fish handlers on Jefferson Street who may choose to relocate to new facilities at Pier 45 and the appropriate reuse of such vacated space should be explored so that buildings don't remain empty. Ms. Ambrose asked why Jefferson Street should be reserved for fish handling given that retail is the primary use in the area. Ms. Lieberman replied that the goal was to preserve the area for fish-related use. Ms. Cook pointed out that in the back areas of Fish Alley there are truck and forklift activities occurring that are not compatible with public use. Because Jefferson Street is primarily a pedestrian environment during regular working hours, conflicts may also occur between the public and industrial uses. Mr. Tibbits stated that in the very early morning hours, the fishing industry does use Jefferson Street. Ms. Lieberman said that during those early morning hours there is no conflict.

Mr. Tufts asked whether City Planning would agree that interim uses could be useful, when areas are not needed for the industry. Ms. Lieberman said that it appears to be a new idea that has merit and would have to be further explored and defined. In response to a question by Ms. Cook, Ms. Lieberman stated that existing commercial and retail uses on Jefferson Street would be allowed under the Draft Fisherman's Wharf Plan.

The meeting was adjourned at approximately 7:20 p.m.

These minutes were prepared by Anne Cook.

DOCUMENTS DEPT.
DEC 23 1993
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

REGULAR MEETING
Tuesday, January 4, 1994
4:30 p.m.

Agenda

HAPPY NEW YEAR!!

(This meeting will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

1. Adoption of minutes for the Advisory Board meeting of November 16 and December 7, 1993

2. Staff Report
   - o EPS Financial Report, Part I - Summary discussion of economic model and how it will be used to evaluate land use scenarios for the Waterfront Plan
   - o Presentation of results from the Waterfront Plan Design and Development Workshops held in November and December 1993
   - o Discussion of Advisory Board member participation in Waterfront Plan public outreach efforts

3. Receive Public Comments on Options for Change Report - Complete Fisherman's Wharf subarea discussion of objectives and land uses suggested for different sites within the subarea

   Public comments and discussion will focus on the Fisherman's Wharf subareas described in the Options Report. Subsequent sessions will be held to address detailed comments on other subareas described in the report. There will be an opportunity to air general comments on other aspects of the Options Report that are not directly related to the particular subareas under review. However, the Advisory Board will defer all discussions regarding hotels to a special meeting that tentatively has been scheduled for Tuesday, February 1, 1994.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses conducted for the Waterfront Plan, and minutes of all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
JAN 14 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

THIS IS A NOTICE FOR THE NEXT TWO REGULAR MEETINGS
Wednesday, January 19, 1994 and Tuesday, January 25, 1994
(Both meetings begin at 4:30 p.m.)

(The meetings will be held in the Port Commission Room in Suite 3100 of the Ferry Building.)

January 19th Meeting
(Please note that the 4:30 meeting will be preceded by a 4:00 screening of the Waterfront Plan debate recently seen on Viacom's SF Politics. The screening will be in the Port Commission Room.)

1. Adoption of minutes for the Advisory Board meeting of January 4, 1994
2. Staff Report
3. Receive public comments on the Options for Change Report - Discussion of the objectives and land uses suggested for sites within the Ferry Building subarea. **Please note that defer all discussion regarding hotels on piers will be deferred to a separate meeting that tentatively has been scheduled for Tuesday, March 1, 1994.**

   Public comments and discussion on January 19th will focus on the Ferry Building subarea. Subsequent sessions will be held to address detailed comments for the South Beach/Mission Bay and Southern Waterfront subareas described in the Options report. There will be an opportunity to air general comments on other aspects of the Options Report that are not directly related to the particular subareas under review (although, as stated above, discussion regarding hotels will be deferred to March 1, 1994.)

January 25th Meeting

1. Adoption of minutes for the Advisory Board meeting of January 19, 1994
2. Staff Report
3. Waterfront Plan Financial Analysis - Presentation and discussion of results from an analysis of possible land use scenarios derived from land use choices outlined in the Options for Change Report.
4. Discussion of Proposition H Requirements - Defining Acceptable vs. Unacceptable Uses

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
FEB 25 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of January 19, 1994

Attending Board Members: Boston, Bruzzone, Eschen, Gallette, Hanson, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Roth, Sedway, Tufts, Viera, Wallace, Walker, Woeste

Absent: Cervantes, Conley, Flanagan, Gee, McWilliams, Mix, Scott, Secchitano,

Attending Port Staff: Cook, Kilstrom, Oshima, Osmundson, Polledri

---

The meeting began at approximately 4:40 p.m..

Staff Report/Administrative Matters

Chair Tufts welcomed Robert Hagedorn as the newest member of the Advisory Board, replacing Dennis Herrera as Supervisor Migden's appointee.

Regarding upcoming meeting scheduling and events: 1) Public meeting discussion regarding hotels on piers was rescheduled for March 16th; 2) A meeting of the Implementation subcommittee of the Waterfront Plan Advisory Board was scheduled for February 1st, at 2:00; 3) The Economic/Financial Subcommittee of the Advisory Board will meet on January 21st, 8:00 a.m. to sign-off on land use scenarios to be tested on the financial model.

Peter Moylan noted that Larry Florin, formerly Port staff, has moved to the Redevelopment Agency to head up planning for military base closures, and suggested that he be invited to give an informational presentation of his work program to the Advisory Board. Mr. Moylan expressed the need to coordinate with those activities.

Regarding public outreach efforts: Ms. Oshima reiterated the need for Advisory Board members to assist in public outreach efforts to inform the community of the Waterfront Plan project. Julia Viera expressed confusion over the purpose of the community presentations in the absence of a draft Waterfront Plan. Ms. Oshima clarified that the objective is to make a final attempt to solicit public input that will help shape the draft Waterfront Plan, due to be released in April or May. Chair Tufts suggested Advisory Board members use their judgement to determine whether the groups that they're involved in should be contacted before the draft Plan is released, or after. He further suggested that staff develop a list of organizations that should be contacted prior to the draft Plan and identify which Advisory Board members should help set up those presentations. b Woeste suggested that a Waterfront Plan fact sheet should be prepared to help individual Advisory Board members explain the project, and which could also be used as hand-outs at the community meetings.

Regarding the Sunshine Ordinance: Gretchen Grover of the Port staff informed the Advisory Board members that their meetings are subject to a new ordinance effective this year, pertaining to the conduct of public meetings and maintaining public records (the "Sunshine Ordinance"). The ordinance establishes rules and procedures for noticing meetings, meeting agenda, voting on agenda items, among many other issues. As Chair Tufts request, there will be a City Attorney presentation of this ordinance and its specific impact on Advisory Board activities.

Ferry Building Subarea

Anne Cook led the review and discussion of the land use options identified for sites in the Ferry Building subarea of the Port, as presented in the Options for Change Report. The objective was to solicit Advisory Board member and citizen comment on the appropriateness of the land use objectives that have been stated for the area, and the land use activities proposed for the Ferry Building, Agriculture Building, Piers 1, 1-1/2, 3, 5 (bulkhead only) and 22-1/2 (fireboat station), SWL 351, 327 and 348.

Objectives for the Ferry Building Subarea: There was consensus around the subarea objectives: 1) Preserve and restore the Ferry and Agriculture Buildings, emphasizing their civic importance and providing a mix of activities to serve San Franciscans and visitors; 2) Maximize the Ferry Building's function as an intermodal transportation hub for the city, providing convenient transit connections on both the waterside and landside; 3) Provide physical and visual connections between the Bay through the Ferry Building itself, as well as between the waterside facilities; 4) Optimize use of space in existing facilities (i.e. the pier sheds).

Ms. Cook then discussed and explained the rationale for the land uses suggested for the Ferry Building: ferries and excursion boat operations, recreational boating and water use, historic ships, transit facilities, museum/visitor center, office, public assembly and entertainment (e.g. conference center), retail, public access, parking (drop-off/pick-up), ceremonial berthing for visiting larger vessels.

Paul Osmundson, the Port's project manager for the Ferry Building restoration project, explained the status of the consultant studies that are being initiated to produce a recommended development program and conceptual design for the building, using federal ISTEA grant funds. The consultant team of Polshek, ROMA, Peter Walker, Anne Cervantes, Kaiser Marston et al are evaluating the feasibility of ground floor transportation services related to ferries, buses, possibly airport water shuttle, excursion boat and water taxi operations, ground floor retail (possibly a public market), second floor conference center, third and possibly fourth floor offices (as revenue uses to offset restoration cost), possibly a museum in the clock tower. Public access and circulation around the building would be enhanced; the Ferry Plaza would be improved and tied into a continual public pathway between Pier 1 and the Agriculture Building. Mr. Osmundson stated that preliminary construction cost estimates are approximately $50 million, with a portion of the costs supported by revenue uses in the building, resulting in a need for outside funding.

Toby Levine inquired as to whether the Port has considered using the Redevelopment Agency to tap into tax increment financing from the Golden Gateway Redevelopment Area across the Embarcadero. Mr. Osmundson indicated that while this is a possibility, it has not been studied in depth, but noted that there are many issues to overcome such as the impacts that would have on the City's general fund and implications for citywide budgets.

Tom Walker stated that the initial scheme for the Ferry Building is compelling, and expressed hope that the strong transportation function/features would be extended in the development and

reuse of Piers 1 and 3 as well. Ms. Levine agreed with Mr. Walker and also added the need to ensure that the public access in and around the Ferry Building be extended to these piers in an imaginative manner.

Nan Roth, the Advisory Board representative for the Mid-Embarcadero open space committee, expressed that committee's position that view corridors between the Ferry and Agriculture Buildings, and through the Pier 1/2 area be retained. She also noted that ferry operations at Pier 1/2 should be maximized. Chair Tufts expressed the need to keep close contact with the Mid-Embarcadero committee, including the issue of where to provide parking. Roth suggested that parking to meet Port tenant needs should be provided inside Pier 1.

Mr. Moylan expressed the need for part of the Mid-Embarcadero plaza to be oriented around the Ferry Building, rather than on the landside of the roadway. He also indicated that the Ferry Building project area be extended to include the promenade south to Pier 24, and north to include Piers 1 and 3. This would better ensure a sensitive design that integrated the land uses in these facilities in a complementary manner.

Mr. Moylan also noted the new opportunities that exist for the reuse of Treasure Island. To the extent it is converted into recreation or other use that attracts many people, the Ferry Building area should be the main ferry and excursion boat access for the city. Piers 1 and 3 should perhaps be used only for interim uses until it is determined whether Treasure Island will require expanded ferry terminal space from this subarea that is beyond the service capacity of Pier 1/2. Piers 1 and 3 should be held as back-up locations for the expansion of ferry service.

Eula Walters, Golden Gateway resident, expressed adamant opposition to any underground parking beneath the mid-Embarcadero open space or SWL 351.

Paul Sedway expressed need to more closely define the types of office and retail uses that could occupy the Ferry Building. He favors restaurants, but opposes large scale or corporate type of retail operations (e.g. the Gap). At the request of Chair Tufts, Mr. Sedway agreed to prepare comments to more carefully define the type of appropriate uses for the Ferry Building.

Ms. Woeste and Mr. Moylan expressed support of land and water transportation service that provided easy and continuous service between Fisherman's Wharf and the Ferry Building. This could be in the form of the motorized cable cars on the roadway, or water shuttles/taxis on the waterside.

Virginia Conway, citizen participant, suggested that the Ferry Building follow the example set at Chicago's Navy Pier, which holds fine art fairs. Ms. Levine expressed great support for this concept, which offered many possibilities for cultural enrichment and could include the works of Pacific Rim artists as a theme related to San Francisco's location.

Arthur Bruzzone noted that the Ferry Building's function as an intermodal transportation center could well generate its own demand for complementary services and activities, and that a certain amount of flexibility should be retained to allow for those activities to evolve.

Chair Tufts expressed the need for the Waterfront Plan to ultimately emphasize the need to maintain a high aesthetic standard in the restoration and design of new activities in the Ferry Building. Mr. Walker concurred, noting that any efforts in this area need to respect the historic maritime character and architectural value.

William Blackwell, architect, presented his idea for a floating baseball stadium that could be located in the Ferry Building area. Among the benefits cited by this scheme: Supports the Giants and provides a facility for other non-baseball events; centrally located close to large daytime populations that would attend games, take maximum advantage of transit; provides a dock for visiting vessels to access the City from the water; is earthquake-proof and would provide an evacuation site to accommodate large crowds following an earthquake; could generate revenue for the Port. He suggested that other piers (e.g. Piers 30-32, portion of Pier 1) could be demolished to compensate for the area occupied by the stadium barge. He estimated the structure to be about 120 feet high and that the barge construction costs of approximately $50 million are competitive with land acquisition and site preparation costs associated with a landside stadium. The Advisory Board members took the proposal into consideration.

Further discussion of the Ferry Building subarea will be continued at the next Advisory Board meeting on January 25th.

The meeting was adjourned at approximately 7:00 p.m.

DO/$/L:WPMIN94.1D

F
58
2
1/25/94

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

DOCUMENTS DEPT.
FEB 11 1994
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of January 25, 1994

Attending Board Members: Eschen, Gallette, Hagedorn, McCarthy, Millet, Morrison, Moy, Moylan, Roth, Tufts, Viera, Wallace

Absent: Boston, Bruzzone, Cervantes, Conley, Flanagan, Gee, Hanson, Levine, McWilliams, Mix, Scott, Secchitano, Sedway, Walker, Woeste

Attending Port Staff: Ambrose, Cook, Kilstrom, Mercado, Oshima, Polledri

---

The meeting commenced at approximately 4:40 p.m..

Ms. Ambrose provided clarifications to the Advisory Board regarding the City's new Sunshine Ordinance. Ms. Ambrose explained that the Advisory Board received a memo that incorrectly summarized how the Advisory Board would be affected by the Ordinance. A thorough discussion of the Sunshine Ordinance was calendared for the February 1st Advisory Board meeting.

The Advisory Board discussed their upcoming schedule of events, which will be added to the Agenda for the next meeting.

Diane Oshima introduced the main topic for the meeting, the financial analysis for the Waterfront Plan. She reminded the Advisory Board and the public that the Port hired EPS to build a financial model to help the Advisory Board evaluate the economic impacts of the land uses they are considering for the Waterfront Plan. The Advisory Board received Part I of the Financial Report in January. At that time, the Advisory Board directed staff to develop test scenarios that represented different levels of development intensity. The Economic Subcommittee then met with staff to review these test scenarios.

Ms. Oshima explained that the scenarios do not reflect Port preferences, nor do they include any hotel sites on piers. The four scenarios that were approved by the Economic Subcommittee include one low, two moderate and one high level of development intensity. These scenarios offer economic "snapshots" of varying levels of development to help the Advisory Board address the issues of balance between revenue and non-revenue generating uses and desirable public benefits. The model results provide a comparison of relative revenue potential of different uses for the sites.

Mr. Mercado walked the Advisory Board through the summary sheet handouts that were prepared for each scenario.

In general, the Baseline Scenario indicates that if the Port proceeds with its current operations and minor maintenance and improvement program, but pursues no new development, there will be a revenue shortfall of approximately $35 - $45 million after 20 years.

In general, Scenario 1 (low level of development primarily on seawall lots) also results in a loss to the Port of about $35 - $45 million (after 20 years), but would provide some public benefits such as the Hyde Street Pier, that would not be implemented in the Baseline Scenario.

In general, Scenarios 2 and 3 (Scenario 1 plus more development and public improvements) are break even Scenarios, showing little, if any, revenue to the Port, but would deliver some up graded piers and a substantial amount of public improvements.

Scenario 4 (Scenario 3, plus more office, residential and retail uses) produces new revenue to the Port. In general, on the order of $30 to $40 million and substantial public improvements. However, this Scenario includes some housing and office on a few piers, which are currently prohibited, and which have a low likelihood of being permitted through regulatory reform.

The following comments on the scenarios were made by the following members of the Advisory Board or public.

Ms. Viera: Staff should include the proposed cogeneration plant in the scenarios because of its large potential impact on Port revenues.

Ms. Morrison: Scenarios should reflect potential grant funding for the Ferry Building because the Port probably would not renovate the building without grant funds.

Ms. Viera: Open space costs should include costs of maintenance.

Mr. Tibbets: The assumptions regarding deferred maintenance may be flawed because the Port historically has not maintained the piers very well.

Mr. Gallette: Part of the Port's problem is that because there is so much deferred maintenance the piers can not be leased.

Mr. Tufts: Is the Port required to maintain its piers for maritime use by the Burton Act or the public trust doctrine?

Ms. Ambrose: The Burton Act is a delegation of power and responsibilities to the Port to maintain, construct, etc. all facilities necessary to promote the use of the harbor for public trust purposes. But, the Act also anticipated that some of the Port's property would be surplus to the needs of maritime uses and, if a determination was so made, could be used for the highest and best use to generate revenues that would then be used for trust purposes. So, you couldn't necessarily say that the Act requires the Port to maintain a pier no longer needed for maritime use. Rather, the Port has the discretion to determine which piers are needed and should be maintained for maritime uses. This fiduciary responsibility as trustee is delegated to the Port Commission. The State can review the Port's actions to ensure they are in keeping with the grant of this responsibility. So long as the Port's actions have some rational basis, they probably wouldn't be subject to challenge by the State.

Mr. Mercado: The deferred maintenance estimate is a general number and assumes that a few of the piers would be torn down. The Port is maintaining many of its piers now, in order to preserve existing uses and revenues.

Mr. Tufts: The purpose of the model is to determine whether the land uses under discussion will lead to an economically viable plan. What do the results indicate?

Mr. Mercado: In general, it appears that the lower levels of development do not pay for the maintenance and public improvements specified in the scenarios. Moderate levels of development may break even, paying for facility maintenance, some capital improvements and a number of public benefits, even if it is assumed there are no significant outside funds received by the Port. However, those moderate levels of development would not produce the revenue reserves necessary to allow for new capital projects.

Mr. Tufts: Does it therefore appear that the land use plan, as it is developing, will work from an economic perspective?

Mr. Mercado: It is possible provided that there is no subsequent restriction on development and if outside funding sources could be secured for many of the public developments. Otherwise, the Port cannot easily sustain itself in a purely break-even mode.

Mr. Tufts: The implementation process for the plan will help refine these considerations.

Paul Lord: Pointed out inconsistences in the summaries. (Mr. Mercado will further refine the summaries and correct any mistakes that appear in the current drafts.)

Ms. Roth: Can revenue projections be included in the New Development Summaries?

Ms. Morrison: Is it possible to account for the fact that some projects, like the Ferry Building, wouldn't be built unless grant funding is available?

Mr. Mercado: Footnotes in the Summaries attempted to address this issue but can be further refined.

Ms. Cook: The Advisory Board may want to consider whether there are some projects that they would want to occur even if no outside funds were available, such as the Hyde Street Harbor for the fishing industry.

Member of the public: Why do the costs of bringing piers up to code fluctuate?

Mr. Mercado: The numbers decrease as new development increases because the model assumes that newly developed piers require less maintenance.

Jim Stevens: Can the removal of certain piers be incorporated into the model?

Mr. Mercado: Yes, and this has been done.

Mr. Moylan: The Port should be able to finance its operations and maintenance and make prudent use of its property. It would be helpful to show comparisons between low, medium and high levels of development and public facilities and what the current level of development and public spaces are. Maybe compared to existing levels, the high development scenario is not so bad?

Mr. Tufts: Requested that staff run scenarios with hotels and cogeneration plant and report back to the Advisory Board.

Mr. Lord: A clear distinction should be made between accessory and primary parking and open space uses.

Mr. Mercado: Open space is new open space, in addition to public access requirements for new development. Parking is usually accessory parking.

Ms. Oshima: One lot under the Bay Bridge was considered as a stand-alone public garage.

Ms. Oshima: The Subcommittee has identified certain variants on the Scenarios that they may want staff to run. The Scenarios are just four illustrations. Additional Scenarios will be run that for the effects of 1, 2 or 3 hotels on piers, and a cogeneration facility in the Southern Waterfront.

Ms. Oshima then explained in detail the land use choices analyzed in Scenarios 3 and 4.

The following questions, comments were then made by the Advisory Board, the public and staff.

Mr. Tufts: Perhaps residential use on piers should not be studied because it would be virtually impossible to get that use approved; it may be prudent to try to stick to the realm of political reality.

Ms. Viera: Residential uses are considered a privatization of piers; hotels are not.

Mr. Tufts: Hotels and cogeneration plants are in the realm of political feasibility. Can we study the economic impacts of including hotels?

Ms. Oshima: Staff was asked to study hotels separately.

Ms. Morrison: Aren't the economic impacts of hotels the same, whether they are on the Seawall lots or the piers?

Ms. Oshima: They may be, but the real planning issue is that hotels are one of the few uses allowed on piers and therefore could make a significant economic difference to the Port.

Bob Tufts: It would be nice to know the maximum level of revenues-generated, based on permitted land uses.

Ms. Oshima: Scenarios 3 and 4 assume land uses that may be difficult to get approved. Scenario 2, the closest representative of what would be allowed under existing regulations, would result in about $5-10 million to the Port.

Ms. Oshima: Currently, residential uses can occur on seawall lots, provided the property is shown to be surplus to maritime needs. May be easier to allow live-work housing than traditional housing.

Mr. Tufts: It appears that if you take out uses that are not allowed by current regulations, then the "higher development" scenarios would generate only moderate income to the Port.

Ms. Oshima: Yes, except if you assume more Ferry Building funding and big ticket uses like a cogeneration plant, then economic results may be better.

Mr. Tufts: It would be nice to know the impacts of another hotel or two on the piers and the cogeneration plant, rather than residential uses.

Mr. Moylan: Are we being arbitrary regarding what regulations can and can't be changed?

Mr. Tufts: The Board should try to figure out which changes are more realistic than others.

Mr. Gallette: We could go ask the voters for a hotel or two on piers and then put residential uses on seawall lots where they are more likely to be allowed.

Ms. Viera: Is the Board "micro-managing" the Plan by getting this detailed?

Mr. Tufts: These are illustrative scenarios for study purposes only.

Jim Stevens: Is the cogeneration plant acceptable by BCDC?

Mr. Tufts: In general, yes; may be allowed in certain circumstances.

Ms. Oshima: The Seaport Plan designation for the site is being re-evaluated during the Seaport Plan update.

Mr. Tibbits: Should keep in mind that there is only so much demand for hotels in the City.

Mr. Tufts: Demand would need to be considered during implementation of the Plan.

The meeting was adjourned at approximately 6:50 p.m.

AC/fj/I:WPMIN94.1B

DOCUMENTS DEPT.
JAN 2 3 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Tuesday, February 1, 1994
Port Commission Room in Suite 3100 of the Ferry Building
4:30 p.m.

1. Adoption of minutes for the Advisory Board meetings of January 4th and 19th, 1994

2. Staff Report - (4:30 - 5:15 p.m.)

   a. Presentation by City Attorney and discussion of Waterfront Plan Advisory Board procedures to comply with the Sunshine Ordinance (a newly adopted City ordinance regulating public meetings and public records).

   b. Update regarding possible opportunity for cogeneration power plant on Port property in the Southern Waterfront. AES, selected by P.G.& E. to pursue the possibility of a cogeneration facility in the vicinity of Hunters Point Power Plant, will give a brief informational presentation to the Advisory Board. A more detailed Advisory Board discussion of the land use implications of this use has tentatively been calendared for the Advisory Board's March 16th meeting on the land use options described in Options for Change for the Southern Waterfront.

   c. Discussion of upcoming meeting schedules, supplemental meetings with community groups to solicit comments on the Waterfront Plan project

3. Discussion and public comments on the Options for Change Report - (5:15 - 6:15 p.m.)

   Completion of discussion of the objectives and land uses suggested for sites within the Ferry Building subarea. Public comments and discussion will focus on the Ferry Building subarea. Subsequent sessions will be held to address detailed comments for the South Beach/Mission Bay and Southern Waterfront subareas described in the Options Report. There will be an opportunity to air general comments on other aspects of the Options Report that are not directly related to the particular subareas under review. **Please note, however, that hotels on piers will be discussed by the Advisory Board in a separate meeting that tentatively has been scheduled for Tuesday, April 5, 1994.**

4. Discussion of how to define acceptable vs. unacceptable uses - (6:15 - 7:00 p.m.)

   Discussion of criteria that should be used to determine acceptable and unacceptable land uses pursuant to Proposition H, the 1990 ballot measure that instigated the Port's public planning process to develop the Waterfront Plan.

* * *

(continued on reverse)

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETINGS AND EVENTS (subject to change)

January 28, 1994 - 9:00 a.m. to 12:00 p.m.
Container Shipping Roundtable - Port Commission Room

February 1, 1994 - 2:00 p.m.
Waterfront Plan Advisory Board Implementation Subcommittee - discussion of implementation measures for the Waterfront Plan - Port Commission Room

February 1, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - see agenda on reverse

February 9, 1994 - 5:00 p.m.
Presentation and review of public outreach materials for Waterfront Plan - Port Commission Room

February 16, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: South Beach Subarea) - Port Commission Room

February 23, 1994 - 4:30 p.m.
Waterfront Plan Presentation to Telegraph Hill Dwellers, North Beach Neighbors, Russian Hill Improvement Association, Russian Hill Neighbors and other area organizations at Telegraph Hill Neighborhood House, 660 Lombard Street.

March 1, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: continuation of South Beach Subarea) Port Commission Room

March 16, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: Southern Waterfront Subarea) Port Commission Room

April 5, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: hotels on piers)
Location to be announced.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
FEB 25 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of February 1, 1994

Attending Board Members: Boston, Bruzzone, Eschen, Gallette, Hanson, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Roth, Sedway, Tufts, Viera, Wallace, Walker, Woeste

Absent: Cervantes, Conley, Flanagan, Gee, McWilliams, Mix, Scott, Secchitano,

Attending Port Staff: Cook, Kilstrom, Oshima, Polledri

The meeting began at approximately 4:40 p.m..

Staff Report/Administrative Matters

Noreen Ambrose, City Attorney, briefed the Advisory Board on key aspects of the Sunshine Ordinance (a newly adopted City ordinance regulating public meetings and public records).

Mr. Flanagan inquired about the Implementation Subcommittee meetings; Ms. Levine suggested that the Subcommittee and Port Commission meetings be announced through the bi-weekly agenda materials that are delivered to the Advisory Board, for informational purposes.

Port Projects Under Consideration

Mr. Charles Mitchell from the Port's Cargo Services Department introduced Bob Muir from AES Corporation and described a proposed cogeneration power plant that AES proposes to locate in the Southern Waterfront area. The purpose of the plant is to sell power to PG&E to supplement the emergency power capacity within the City and County. Before PG&E can simply expand their power plant, they must offer private power concerns the opportunity to provide the needed power for less cost.

Bob Muir of AES Corporation introduced his Company and its role in the cogeneration project. AES Corporation is an independent supplier of electricity to utilities, i.e. not part of a public or investor owned company. Mr. Muir explained that San Francisco is considered an electrical "island" since it is located at the end of a peninsula and reliant upon a single electrical corridor. AES won a competitive bid to increase the reliability and stability of electricity in San Francisco by providing supplemental power generating facilities as a less-costly alternative to PG&E repowering it's Hunter's Point facility. The natural gas-fueled cogeneration plant is estimated to cost $175 million. AES proposes locating the cogeneration facility on Port property. The site is approximately 10 acres located on Cargo Way and Third Street, adjacent to the Pier 90 Grain dock and Pier 92 liquid bulk (tallow) facility.

Mr. Muir explained that power plant designs have evolved and are currently more fuel efficient, producing fewer emissions and requiring less operating space than the technology used in the

Hunters Point Plant. The facility is estimated to be 60 feet at its highest point as compared to Hunter's Point plant at 70-100 ft. There would be no bay water used in the plant and no effluent going to the bay. The Southeast sewage treatment plant will provide recycled water for the cogeneration plant. The waste heat from the electrical generator would be reused to produce steam power for the Pier 92 tallow plant and possibly other nearby industrial uses. Any residual waste water that leaves the cogeneration facility would go back to the sewage treatment plant. The proposed relationship between the two facilities should have the effect of decreasing the amount of recycled water going into the bay from the sewage treatment plant. The cogeneration facility would provide lease revenue to the Port, local jobs and tax revenues. AES recognizes the need to discuss their project with community groups in the area. Further discussion of the cogeneration proposal will be included in the April 5th Advisory Board meeting on the Southern Waterfront Subarea.

Upcoming meetings and scheduled events

- Advisory Board meeting discussion regarding hotels on piers was reconfirmed for March 16th, location to be announced
- April 5th meeting of the Advisory Board will be devoted to discussion of the Southern Waterfront
- Representatives from the Mayor's office, Giants & Warriors organization are expected to attend the Advisory Board meeting on March 1st to discuss the potential for an arena and baseball stadium in the South Beach area.

Ferry Building Subarea

This subarea discussion was continued from January 19th. The discussion commenced by reviewing a letter by Paul Sedway to Port staff concerning land uses in the Ferry Building. Mr. Sedway offered to defer to the list of land uses suggested in the Options Report except with regard to office and retail. Large, conventional office and retail should not be permitted. Mr. Sedway stated that he would prefer to incorporate limited office and retail uses that focus on commodities that are unique to San Francisco or the State or convenience services that might serve commuters intended to utilize the building. Office would be more difficult to limit.

Carl Hanson suggested the notion of a "theme" for the Ferry Building such as "World Trade", to underscore the maritime and water-transportation activities that are central to the building's function. Jane Morrison suggested that "Transportation" as a thematic concept should be emphasized as well. Mr. Moylan suggested that world trade and transportation are not in conflict and that the broader theme might be "Transportation", incorporating the world trade concept along with local trade and transportation.

Mr. Sedway suggested that Public Assembly and Office/Retail uses should relate to maritime, international trade, transportation or California cultural or commercial activities. The Board should define a range of themes that are appropriate for the subareas.

Ms. Morrison suggested that the Ferry Building should be a place that San Franciscans are attracted to and "invited" into.

Toby Levine suggested that fine art galleries or auctions would b desirable in the Ferry Building. Nan Roth associates art sales with sleazy tourist oriented business and is concerned with art sales associated with the Ferry Building.

Chair Tufts suggested the theme for the Ferry Building should emphasize it's central location within San Francisco. Chair Tufts also suggested that the Board set forth a theme or themes and recommendations regarding land uses and the character of development that is desired for each area, in this case, the Ferry Building. Another task of the Board is to set forth implementing mechanisms (i.e. priorities, guidelines or criteria) that will ensure that the themes are carried out with subsequent development Projects. Chair Tufts suggested to Staff that the Board is at the stage to begin addressing the notion of implementation.

Mr. Sedway concurred and suggested that the Advisory Board's mission is to give guidance to whomever implements the plan. Criteria may give guidance i.e., quality; broad public access; maritime related uses; informational or cultural exposure. These are criteria that can be part of a Plan or Theme for the area that will guide future implementation of the plan. Leave the specifics to the Implementing authorities. Kermit Boston agreed.

Mr. Bruzzone asked if the Board can begin to vote on certain themes or recommendations. Chair Tufts suggested that once the maritime and non-maritime elements of the Plan are melded into a whole plan, then the Board will vote on the subareas of the Plan and/or the overall Plan. Ms. Cook anticipates the draft Plan will be prepared for the Advisory Board's consideration in May. Chair Tufts emphasized the magnitude of the Advisory Board's responsibility and encourages the Board to remember the overarching objective of the Board and not to get lost in the details.

A member of the public, Mr. Michael Devine, offered his comments. He has participated in the Embarcadero CAC and he has been interested in the Ferry Building since the Continental development plan of 12 years ago was considered. He is encouraged by the WPAB's discussion of the Ferry Building and endorses the guideline on top of page 74 of the Options report, that the original facade and design of the building should be restored wherever possible. The notion of restoring the second floor galleria is very appealing and he encourages the Advisory Board to advocate that. Regarding the notion of theme, he likes the notion of "transportation" as suggested in the Options report. He adds that a museum would be appropriate, and noted that the State Division of Mines and Geology Museum occupied the building for more than 80 years before moving to Mariposa, CA in 1983.

Ms. Cook explained the land uses that were suggested in the Options report for the entire Ferry Building subarea.

With respect to Rincon Park, Diane Oshima requested that the Redevelopment Agency staff in attendance update the Board as to the status of the schedule for developing the park. The GAP was initially going to pay for acquisition, development and maintenance of the park, but has backed out. The matter has been referred to the Mayor's Office for further discussion.
Mr. Kaplan stated that the SFRDA Redevelopment Plan permits a restaurant up to 12,000 sf. The Agency always considered that the restaurant would generate revenue to compensate the Port for acquisition of the site. Michael Kaplan agrees that the Port should be compensated for use of its land.

Tom Conrad of the Redevelopment Agency explained that the South Beach Redevelopment Plan approved by the Board of Supervisors expressly permits a restaurant at Rincon Park. Mr. Conrad would prefer a larger array of permitted uses in order to implement the redevelopment plan. Ms. Levine clarified that the redevelopment plan included the restaurant in the park as a mechanism for paying for the development and maintenance of the Park and that the South Beach/Rincon plan has been a fairly successful effort overall. Mr. Moylan expressed his concern about the financial viability of a large restaurant and recommended a series of smaller restaurants instead.

Ms. Roth asked whether there is additional space near the Fire Station for a fire related-museum. There were no objections to a museum in that area.

Chair Tufts questioned whether parking might be a good use for SWL 351 near Golden Gateway development to serve uses that are planned for the Ferry Building, acknowledging that some people will come to the Ferry Building subarea in cars, not on public transit. Ms. Eula Walters expressed concern with using the open park for parking as well as with parking on SWL 351. She suggests that there is ample parking after 5 p.m. in the Embarcadero parking lots. Ms. Viera suggested that parking along the San Diego waterfront is effectively perceived as open space and can be attractively developed without blocking access to the waterfront. Mr. Conrad of the SFRDA suggested that SWL 351 may be too close to the water to be appropriate for parking. Ms. Oshima asked for more specific suggestions from the Board regarding locations that they feel are appropriate for parking.

Mr. Moylan prefers to limit the provision of parking to that which is absolutely needed for business to be conducted and to maximize the use of existing parking via shared parking programs. Mr. Sedway noted that there are auto free zones around the world. He suggests that the Port can make use of parking nearby without locating parking on waterfront property. Mr. Millet suggested that the Board consider structured parking since the City does not have sufficient land to accommodate on-grade parking. He supports auto-free zones and satellite parking. He also supports neighborhood parking garages.

The notion of preserving the bulkhead buildings at Pier 1, 1 ½ and 3 was discussed. The Options report suggests that they should be preserved, if feasible. Ms. Polledri suggested that the bulkhead buildings are a feature that may or may not enforce the Promenade along the Embarcadero. Ms. Polledri explained that the significance of the bulkhead buildings is associated with the visual effect the features have along the Embarcadero, not due to their architectural significance. Mr. Flanagan explained that, while he has always appreciated the bulkhead buildings, they may have outlived their usefulness and effectively block views and access to the water. He expects that the Embarcadero improvements, with lighting and street treatments, will create a new atmosphere along the waterfront, a positive change that is moving us into the next century. Ms. Viera admitted that initially, there was a sense of loss at losing the bulkhead at Pier 24, but once it was gone, the change seemed quite positive.

Discussion of Acceptable vs. Unacceptable Uses

Ms. Oshima reviewed the initial list of criteria for defining "unacceptable" uses in the Plan, as outlined in Proposition H. The six criteria apply to the waterside facilities only and would not apply to Port properties outside of BCDC jurisdiction.

Ms. Ambrose clarified that the purpose of the exercise is to define uses that the Advisory Board may want to add to the list of unacceptable uses. The only unacceptable land use according to Proposition H is Hotels. The Board should consider whether there are any other uses that are unacceptable on the waterside along the entire length of Port property utilizing the criteria set forth in Proposition H, as well as any other criteria that the Board wishes to utilize. These are not the criteria to determine uses that are acceptable.

There was some discussion to clarify the intention of Proposition H with respect to the use of the criteria: Were the criteria intended to be used to determine whether a use is acceptable as well as unacceptable? Ms. Ambrose used several examples to illustrate that the criteria were intended to define additional, if any, unacceptable land uses for the Port's waterside properties and are not appropriate tests to define acceptable land uses.

Mr. Bruzzone voiced his concern, as he reads the criteria defined in Proposition H as posing a barrier to many of the land uses that the Board has been discussing as "options" for many months. Mr. Bruzzone asked Chair Tufts for his opinion, as an attorney, as to how the Advisory Board is to interpret and utilize the six criteria. Chair Tufts feels that the Advisory Board must consider the six criteria, but that the Board has discretion in defining land uses for the Plan, both acceptable and unacceptable. Ms. Ambrose further noted that the criteria do not necessarily carry equal weight in determining unacceptable uses; the Advisory Board's recommendation should balance how the criteria are considered.

Mr. Tufts encouraged Mr. Moylan and Ms. Morrison to work as liaisons with San Francisco Tomorrow to present the Advisory Board's Draft Plan and explain the logic and considerations that were made in it's development.

Mr. Moylan suggested that, as an example, hotels may be unacceptable as free-standing structures but a hotel as part of mixed-use development providing certain features or public benefits, might be acceptable. Chair Tufts suggested that economic benefits should be considered within the Plan, and if a use is desirable for its economic revenue, the Board should determine how the use may be incorporated in a manner that would be acceptable.

Noreen Ambrose again clarified that this Ordinance clearly does not require Findings be made for adding to the list of acceptable uses. The only prohibition is that the Advisory Board cannot permit a use that has been added to the list of unacceptable uses. Therefore, the Board simply needs to determine what uses, if any, that it wishes to add to the list of unacceptable land uses on the waterside of Port properties.

The meeting was adjourned at approximately 7:30 p.m.

[redacted]

DOCUMENTS DEPT
FEB 11 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Wednesday, February 16, 1994
Port Commission Room in Suite 3100 of the Ferry Building
4:30 p.m.

1. Adoption of minutes for the Advisory Board meetings of January 25th and February 1, 1994

2. Staff Report - (4:30 - 4:45 p.m.)

   Discussion of upcoming meeting schedules, supplemental meetings with community groups to solicit comments on the Waterfront Plan project, and community outreach materials.

3. Discussion and public comments on the Options for Change Report - (4:45 - 6:00 p.m.)

   Completion of discussion of the objectives and land uses suggested for sites within the South Beach/Mission Bay subarea. Public comments and discussion will focus on the South Beach/Mission Bay subarea. Subsequent sessions will be held to address detailed comments for the and Southern Waterfront subarea described in the Options Report. There will be an opportunity to air general comments on other aspects of the Options Report that are not directly related to the particular subareas under review. **Please note, however, that hotels on piers will be discussed by the Advisory Board in a separate meeting that tentatively has been scheduled for Wednesday, March 16, 1994.**

4. Discussion of how to define unacceptable uses - (6:00 - 6:30 p.m.)

   Continuation of discussion regarding criteria that should be used to determine unacceptable land uses pursuant to Proposition H, the 1990 ballot measure that instigated the Port's public planning process to develop the Waterfront Plan.

* * *

(continued on reverse)

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS

February 9, 1994 - 5:00 p.m.
Presentation and review of public outreach materials for Waterfront Plan - Port Commission Room

February 16, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: South Beach Subarea) - Port Commission Room (See agenda on reverse)

February 17, 1994 - 7:30 p.m.
Waterfront Plan Presentation to the Planning Association for the Richmond at Thiggy's, 34th Avenue and Clement Street.

February 23, 1994 - 4:30 p.m.
Waterfront Plan Presentation to Telegraph Hill Dwellers, North Beach Neighbors, Russian Hill Improvement Association, Russian Hill Neighbors and other organizations in the area at Telegraph Hill Neighborhood House, 660 Lombard Street.

March 1, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: continuation of South Beach Subarea including discussion of possible area and stadium proposals.) Port Commission Room

March 16, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: hotels on piers)
Location to be announced.

April 5, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: Southern Waterfront Subarea)
Port Commission Room

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
FEB 25 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Tuesday, March 1, 1994
Port Commission Room in Suite 3100 of the Ferry Building
4:30 p.m.

1. Adoption of minutes for the Advisory Board meetings of January 19th, 25th and February 1, 1994

2. Staff Report - (4:30 - 4:45 p.m.)

   Discussion of upcoming meeting schedules, supplemental meetings with community groups to solicit comments on the Waterfront Plan project, and community outreach materials.

3. Discussion and public comments on the Options for Change Report - (4:45 - 6:00 p.m.)

   Completion of discussion of the objectives and land uses suggested for sites within the South Beach/Mission Bay subarea. Public comments and discussion will focus on the South Beach/Mission Bay subarea, which extends from the Bay Bridge south to Mariposa Street. In particular, brief presentations will be made by representatives of the Mayor's Office, Giants baseball franchise, and Warriors basketball organization regarding the current status of arena and stadium facilities that have been proposed in this subarea and surrounding non-Port properties.

   Subsequent sessions will be held to address detailed comments for the Southern Waterfront subarea described in the Options Report. There will be an opportunity to air general comments on other aspects of the Options Report that are not directly related to the particular subareas under review. **Please note, however, that hotels on piers will be discussed by the Advisory Board in a separate meeting that tentatively has been scheduled for Wednesday, March 16, 1994.**

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS

February 23, 1994 - 4:30 p.m.

Waterfront Plan Presentation to Telegraph Hill Dwellers, North Beach Neighbors, Russian Hill Improvement Association, Russian Hill Neighbors and other organizations in the area at Telegraph Hill Neighborhood House, 660 Lombard Street.

March 1, 1994 - 4:30 p.m.

Waterfront Plan Advisory Board Meeting - (Main topic: continuation of South Beach Subarea including discussion of possible arena and stadium proposals. See agenda on reverse for more details.) Port Commission Room

March 16, 1994 - 4:30 p.m.

Waterfront Plan Advisory Board Meeting - (Main topic: hotels on piers)
Location to be announced.

April 5, 1994 - 4:30 p.m.

Waterfront Plan Advisory Board Meeting - (Main topic: Southern Waterfront Subarea)
Port Commission Room

wpagen94.2

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Wednesday, March 16, 1994
Room 2026 (Second Floor) in the Ferry Building
[PLEASE NOTE THE CHANGE OF MEETING LOCATION]
4:30 p.m.

1. Adoption of minutes for the Advisory Board meetings of February 16 and March 1, 1994

2. Staff Report - (4:30 - 4:45 p.m.)

   Discussion of upcoming meeting schedules, supplemental meetings with community groups to solicit comments on the Waterfront Plan project, and community outreach materials

3. Discussion and public comments on the Options for Change Report - (4:45 - 7:30 p.m.)

   At this meeting the Waterfront Plan Advisory Board will hear public comment and discuss whether it should recommend to the Port Commission that the Waterfront Land Use Plan provide for the possibility of hotel(s) (including boatels) on any of the Port's waterfront piers.

   The Advisory Board has been considering the Options for Change Report, which identifies a full wide range of land use options for Port property, prior to making final recommendations on a draft Waterfront Land Use Plan. The Options for Change Report identified three possible piers where a hotel use may be appropriate: Pier 1 (next to the Ferry Building); Pier 40 (next to South Beach Marina); and Pier 30-32 (Embarcadero between Bryant and Brannan.) Because the San Francisco electorate adopted Proposition H, in November 1990 which provided that hotels are an unacceptable non-maritime use on a pier, the Advisory Board would like to hear and consider public comment before the Advisory Board votes on whether to recommend to the Port Commission that the Waterfront Land Use Plan provide for the possibility of hotel(s) (including boatels) on any of the Port's waterfront piers.

   Although it is the general policy of the Advisory Board to introduce the item for consideration at least one meeting in advance of a vote on that item, provided, however, that the Advisory Board can vote to change this rule during the course of a meeting and call for a vote on any item included on the agenda for that meeting.

   The Advisory Board can vote to take action on the hotel question at this meeting. The Advisory Board, therefore, will first vote to decide whether to vote on the hotel question at this meeting. Depending on the outcome of that vote, the Advisory Board may vote on whether to recommend to the Port Commission that the Waterfront Land Use Plan provide for the possibility of hotel (s) (including boatels) on any of the Port's waterfront piers.

   The format of the discussion will be as follows:

   a) Staff presentation of land use and financial issues related to hotels on piers (approx. 4:45 - 5:00)

b) Public comments (approx. 5:00 - 6:30) - Please fill out speaker cards. Each speaker will be allowed one opportunity to make their remarks for up to three minutes. Additional opportunities to speak will be permitted if time allows.

c) Advisory Board deliberations and votes (approx. 6:30-7:30)

4. Public Comments

At this time, members of the public may address the Advisory Board on items or interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS
(Subject to Change)

March 16, 1994 - 4:30 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: hotels on piers; see details on reverse)
Room 2026, Ferry Building (Second Floor)

April 5, 1994 - 4:30 p.m. - This meeting has been proposed to go until 8:00 p.m.
Waterfront Plan Advisory Board Meeting - (Main topic: South Beach and Southern Waterfront Subareas)
Port Commission Room

Additional meetings will appear on this summary as they are reviewed and approved by the Advisory Board. On March 16th, a series of additional meetings will be discussed.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
MAR 31
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Tuesday, April 5, 1994
Room 2026 (Second Floor) in the Ferry Building
[PLEASE NOTE THE CHANGE OF MEETING LOCATION]
4:30 p.m.

1. Adoption of minutes for the Advisory Board meetings of February 16, March 1 and March 16, 1994

2. Staff Report - (approximately 4:30 - 4:45 p.m.)

   Discussion of Port's proposed budget, upcoming Advisory Board meeting schedule, and supplemental meetings with community groups to solicit comments on the Waterfront Plan project

3. Discussion and public comments on the Options for Change Report

   The Options for Change Report, published in October 1993, identifies a wide range of primarily non-maritime land use options for Port property that has not already been recommended for continued or future use by water-dependent activities. The Advisory Board is reviewing these land use options prior to making final recommendations on a draft Waterfront Plan. The topics described below, which are the subject of this meeting, are based on land use issues addressed in the Options for Change Report.

   3a) Southern Waterfront Subarea (approximately 4:45 - 5:45 p.m.) - Discussion and public comments on the land use options identified in the Options report for the Southern Waterfront subarea, extending from Mariposa Street (at the south end of Mission Bay) to India Basin. Staff will provide updated information on projects and planning issues related to that subarea, including a proposed co-generation plant near Piers 90-92.

   3b) Hotels (approximately 5:45 - 7:45 p.m. Public hearing closed; Advisory Board discussion and vote only) - The Options for Change Report identified three possible piers where a hotel use may be appropriate: Pier 1 (next to the Ferry Building); Pier 40 (next to South Beach Marina); and Pier 30-32 (Embarcadero between Bryant and Brannan.) Because the San Francisco electorate adopted Proposition H, in November 1990 which provided that hotels are an unacceptable non-maritime use on a pier, the Advisory Board decieded to hear and consider public comment before the Advisory Board voted on whether to recommend to the Port Commission that the Waterfront Land Use Plan provide for the possibility of hotel(s) (including boatels) on any of the Port's waterfront piers.

   At the March 16th meeting, the Waterfront Plan Advisory Board therefore heard public comments from 24 speakers and discussed whether it should recommend to the Port Commission that the Waterfront Land Use Plan provide for the possibility of hotel(s) (including boatels) on any of the Port's waterfront piers. Although it is the general policy of the Advisory Board to introduce the item for consideration at least one meeting in advance of a vote on that item, the Advisory Board can vote to change this rule during the course of a meeting and call for a vote on any item included on the agenda for that meeting. At the March 16th meeting, the Advisory Board members unanimously voted to close the public hearing on the hotels after all comments had been received, and subsequently voted 13-2 to entertain motions related to the hotel question at the March 16th meeting.

At that meeting, a motion was made to recommend to the Port Commission that the Waterfront Plan not propose or provide for the possibility of hotels (or boatels) on piers or within 100 feet of the shoreline. By a vote of 7 in favor, 8 opposed, the motion failed to pass. The Advisory Board then voted 13-1 to continue the discussion among the Board members and to entertain further motions on the hotel question at the next meeting, scheduled for April 5th.

At the April 5th meeting, the Advisory Board can consider and vote on any motion related to whether it should recommend to the Port Commission that the Waterfront Plan provide for the possibility of hotels (including boatels) on any of the Port's piers, and if so, under what terms and conditions. The Advisory Board recognizes that if any such recommendation is made, that a vote of the electorate would be required before any hotel development on piers could be permitted.

4. Public Comments (approximately 7:45 - end of meeting)

At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS
(Subject to Change)

Tuesday, April 5, 1994; 4:30-8:00 p.m. - (see detailed description of agenda on reverse)

Saturday, April 16; 9:00 a.m.-2:00 p.m. - SPECIAL ADVISORY BOARD MEETING
This meeting is to complete discussion and public comments on land use options outlined in the Options for Change report for the South Beach/Mission Bay and Southern Waterfront subareas. The meeting will be held in the Port Commission Meeting Room, Ferry Building

Wednesday, April 20; 4:30-6:30 p.m. - Regular Advisory Board meeting: discussion of Unacceptable Land Use list, reports from Financial and Implementation Subcommittees

Tuesday, May 3; 4:30-6:30 p.m. - Regular Advisory Board meeting: finalize Unacceptable Land Use List, staff review of draft format for the Waterfront Plan and a draft of the section addressing land uses for the Ferry Building subarea

Friday, June 3 - release preliminary draft Waterfront Plan

Tuesday, June 7; 4:30-6:30 p.m. - Regular Advisory Board meeting: staff review and public discussion of the preliminary draft Waterfront Plan

Saturday, June 18; 9:00 a.m.-4:00 p.m. - Special Advisory Board Meeting: Discussion and public comments and vote on the Draft Waterfront Plan

wpagen94.1

SF
P58
#2
4/5/94

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

DOCUMENTS DEPT.
APR 15 1994
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of April 5, 1994

Attending Board Members: Boston, Bruzzone, Cervantes, Eschen, Flanagan, Gallette, Hagedorn, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Romero, Roth, Sedway, Tibbits, Tufts, Viera, Walker, Woeste

Absent: Conley, Gee, Hanson, Mix, Scott, Secchitano, Wallace

Attending Port Staff: Ambrose, Cook, Oshima, Polledri

The meeting began at approximately 4:40 p.m..

The Advisory Board adopted the minutes from the February 16th, March 1st and March 16th Advisory Board meetings.

Staff Report

Anne Cook presented an overview of the Advisory Board schedule through June 1994. The schedule will be presented on future Advisory Board agendas. Dennis Bouey will speak to the Advisory Board about financial matters at the Port at the April 20th Advisory Board meeting. The Advisory Board scheduled an Implementation Subcommittee meeting for Tuesday, April 12th at 4:00 p.m.

Southern Waterfront Discussion

Diane Oshima summarized most of the Southern Waterfront issues for the Advisory Board and public. Given the limited time available, Ms. Oshima focussed her presentation on the area from Warm Water Cove south; discussion regarding the Pier 70 area was deferred to the April 16th Advisory Board meeting.

Ms. Oshima explained that the Advisory Board recommended that virtually all of the Southern Waterfront subarea be reserved for water-dependent maritime uses over the long-term. However, the Port's current financial status and trends in the shipping industry indicate that this property would not be put into cargo-related use in the near future. This issue was the subject of great discussion at a roundtable held in January on the current state of the container shipping industry. The roundtable was held to inform the Port's planning process and BCDC/MTC's current proceedings to amend the Bay Area Seaport Plan.

Conclusions from the roundtable session indicated that, while the growth forecast for container shipping over the next 20-25 years would exceed the capacity of existing facilities, new questions have been raised regarding which are the best locations for new terminals. With the closure of military bases in the Bay Area, including sites adjacent to the Port of Oakland, there is a

significant increase in the number of potential sites available for expansion. Although San Francisco has over 100 acres of land available on which to expand container shipping, the Port is hampered primarily by inadequate rail access (compared to the Oakland) and lack of financial resources to fund new container facilities (unless the development costs were paid by an operator that had exclusive control of the facility). Furthermore, the Port's two existing container terminals are underutilized, and could accommodate at least one new major intermodal shipping operator without needing to develop new space.

Consequently, it is not likely that the Port will be using the 100+ acre for new container terminals for many years. In recognizing this situation, the Options Report suggests allowing interim uses in this area, which would allow the Port to make economic use of the land until it is needed for expanded shipping facilities. Among those interim uses suggested: non-maritime warehouse, manufacturing, open yard staging activities/storage, bio-remediation, recycling operations, use of grain silos for non-grain commodities, construction materials storage, auto two yard/auto recycling.

Since the Options Report was published, the Port has been approach by San Francisco Energy Co. regarding a proposal to construct a cogeneration power facility to supplement PG&E's nearby Hunters Point power plant. (The cogeneration plant proposal was described in greater detail in an earlier Advisory Board meeting.) Unlike the interim uses, the cogeneration operation would require at least a 30 year lease, and therefore is not classified as an interim use. The site on which it is proposed is the most remote from the water and possible ship berth sites.

In response to questions regarding the tunnel project, Ms. Oshima reported that the Port has secured about 80% of the capital costs (about $9 million) from two federal funding sources, with the remaining $2.5 million coming from the Port. The Port's ultimate decision on whether to pursue these tunnel improvements will hinge on whether Evergreen Lines, the remaining intermodal operator, will commit to staying at the Port. If not, it would be difficult for the Port to justify this expense in light of its limited resources and list of other unmet needs. George Romero expressed his belief that the Port had to do the tunnel improvements to keep the Port poised for regaining intermodal operators. While noting the legitimacy of those concerns, Ms. Oshima noted that this will be considered by Dennis Bouey as part of making the Port's business decision on this project. She further noted that the tunnel improvements by themselves would not guarantee an increase in shipping. Another key factor that would enhance the Port's competitive position for shipping is rail service. Ideally, the Port should have two or three rail lines instead of the one current line, in order to negotiate transportation rates that can compete with Oakland. In addition, the Port's location at the end of a peninsula adds an extra day to cross-country rail transport.

Ms. Oshima then focussed on the open space and public access sites in the Southern Waterfront: Pier 98, Pier 94 edge, Islais Creek and Warm Water Cove. The discussion was updated to reflect a recent meeting with a number of representatives from the environmental community. Pier 98 is suggested for public access and open space, acknowledging the existing wetland conditions that has emerged on this site, and the design process underway to make open space improvements. Pier 94 edge was not identified in the Options Report as an open space resource. While it was originally filled to provide shipping expansion area, the bay edge has eroded and now supports some wetlands vegetation. As such, Ms. Oshima suggested that Pier 94 be formally recognized as a wetland open space, the removal of which would require mitigation.

Noreen Ambrose provided additional remarks regarding the proposed cogeneration plant. She noted that the evaluation of all the specific development details of the operation, whether on Port property or other privately-owned property, is under the authority of the State Energy

Commission, including environmental impact analysis. The Port's only decision-making role for this facility would be to enter into a lease-option agreement with the developer. While the Port as well as the public could comment and participate in the Energy Commission's environmental evaluation process, there would be no other City actions required to allow development of the cogeneration facility. The State will take comments, but is not obligated to comply with any local restrictions or conditions.

Arthur Feinstein spoke in support of the few open space resources in this subarea. Given the scarcity of such resources, the Port's work to improve Pier 98 is critical. Pier 98 should maximize its wetland habitat and carefully conceive of a public access plan that does not interfere or distract the bird populations that rest or feed there. Mr. Feinstein proposed building a moat to cut off public access at a certain point. He further suggested that the public fishing access that Pier 98 currently provides be relocated on to the breakwater/dock that runs roughly parallel and between Pier 96 and Pier 98. He recognized that one issue that would have to be solved is providing public access without posing a security problem for the container terminal operations at Pier 94-96.

Mr. Feinstein advocated passage of the upcoming CALPAW open space state funding on the next ballot. If it is passed, there would be money to partially develop wetlands at the Candlestick Point State Park. That project could be a repository for further mitigation credits for wetlands that may be removed, such as the wetland at the edge of Pier 94.

Peter Moylan, Toby Levine and Bob Hagedorn endorsed the idea of converting the Pier 96 dock into a fishing pier, and leaving Pier 98 for wetlands.

Jeff Heller, representing SPUR's Waterfront Committee, expressed the need to make the rail tunnel improvements to make the Port marketable over the long-run for intermodal shipping.

Jim Haas raised concerns about an apparent lack of maintenance of the historic buildings at Pier 70, noting that all the windows are broken. Staff indicated it will alert the property management staff to follow up on the repairs.

Hotel Discussion

Noreen Ambrose, City Attorney, began the hotel discussion by responding to an issue that had been raised by Nan McGuire and Charlene Clark. Ms. Ambrose explained that the waterfront land use plan, as described by Prop. H, cannot include hotels as an acceptable non-maritime use. Prop. H provides that hotels can only be taken off the unacceptable non-maritime use list by a vote of the people. Therefore, when the Port Commission adopts the Plan, even if they intend to go to the voters to seek approval of hotels, they must show hotels in the Plan as an unacceptable land use unless and until approved by the voters.

Ms. Ambrose further explained that despite this restriction on the Port Commission, the Advisory Board's recommended Plan could include a hotel because Prop. H does not preclude an independent recommendation from the Advisory Board that includes waterfront hotels.

In response to a question by Mr. Flanagan, Ms. Ambrose stated that, in general, Prop. H does not apply to properties on the inland side of the Embarcadero.

Mr. Tufts summarized the discussion and vote from the previous meeting.

Ms. Morrison proposed a motion to the effect that since the Port can't put pier hotels in the Plan, the Plan adopted by the Advisory Board should not include any hotels on piers or within 100 feet

of the shore. A separate motion could then be made on whether to recommend pier hotels outside of the recommended Waterfront Plan.

There was considerable discussion about whether to separate out the second part of the motion and Ms. Morrison revised her motion to do so.

Mr. Tufts stated that this motion would seem to be consistent with Ms. Ambrose's statement.

Ms. Ambrose clarified that the Advisory Board could recommend a Waterfront Plan provision for hotels, subject to the vote of the people because the Advisory Board's recommended plan is not limited by Prop. H.

Ms. Morrison stated that the Plan shouldn't be burdened with an unacceptable use, but rather should be a Plan that the Port can fully adopt.

After further questions by Ms. Roth and Mr. Moylan, Ms. Ambrose again explained that the Advisory Board is not subject to the limits of Prop. H and is not adopting the Plan. Rather, it is making a recommendation to the Port Commission which has the responsibility for adopting the Plan. There is nothing in Prop. H that restricts the Advisory Board from recommending any land uses.

Mr. Tufts stated his understanding that the Advisory Board can submit a plan to the Port Commission, with a recommendation that does include hotels, even though ultimately when the Commission adopts the Plan, it cannot show hotels as an acceptable use unless there was voter approval.

Ms. Morrison stated that the Board should try to come up with a plan that is acceptable and complete and can be adopted without going back to the voters. She believes the simplest thing to do would be to recommend a plan that is fully adoptable by the Port Commission and then, if the Board so chooses, it can separately recommend that the Port take action to allow for hotels.

Mr. Tufts stated that the net effect of whether hotels are in the recommended plan or in a separate recommendation is the same.

Mr. Walker asked whether, if the Advisory Board's plan includes hotel, the Port Commission can amend the Plan to bring it into conformity with Prop. H.

Ms. Ambrose responded that the Port Commission can accept or reject any element of the Advisory Board's recommended Plan. The Port Commission therefore could set aside a hotel recommendation in order to move the Plan through more quickly. The hotel issue can move forward separately from the Waterfront Plan.

There was further discussion of whether to divide Ms. Morrison's motion in two.

Mr. Flanagan stated that the Port Commission should be given a land use plan that is consistent with Prop. H and can be implemented. And, if later a hotel is deemed necessary, then the voters can decide whether to allow this use or subsidize the Port.

Ms. McCarthy stated that the Advisory Board should make a recommendation to the Port Commission about hotels because of the Board's experience and diversity of views.

Mr. Moy suggested that the motion be amended again to combine both parts of Ms. Morrison's original motion.

Ms. Levine stated that she supported Ms. Morrison's combined motion and recommended asking the Financial Subcommittee to look at the hotel criteria issue further and make a recommendation back to the full Advisory Board.

Mr. Walker suggested that because the two parts of the motion may appear to be contradictory, the motion could state that "it is in conformity with Prop. H" that the recommended Plan and the hotel issue will be separated.

The combined motion was restated by Mrs. Morrison as follows, and was seconded:

I move that the Plan adopted by the Waterfront Plan Advisory Board, in recognition and conformity with Proposition H, not include any hotels on piers or within 100 feet of the waterfront, and that the Board may vote separately on whether to recommend that the Port consider hotels on piers or within 100 feet of the waterfront.

In response to a question from Ms. Ambrose, Ms. Morrison clarified that her motion applied only to pier hotels, not hotels on seawall lots.

Ms. Levine stated that the motion allows the Board to provide guidance on the hotel issue without placing obstacles to carrying out the Plan.

Ms. Woeste expressed her support for the motion because it respects the voter's choice.

Mr. Gallette stated that the Plan should remain as open as possible and allow for the hotel issue to be returned to the voters.

Ms. Morrison's motion was adopted by a vote of 16 for the motion and 3 against the motion.

Discussion of Separate Hotel Recommendation

Mr. Tufts stated that if there is a hotel recommendation then he would like to ensure that there isn't a proliferation of seawall or pier hotels. He recognized that from a revenue and financial point of view, hotels could be very important and should be carefully studied during implementation.

He suggested that the following recommendations be added to Toby Levine's recommendations regarding hotels:

1) Carefully and broadly define hotels in the motion, to include boatels or accommodations along those lines.

2) Limit hotels on seawall lots and piers to no more than 4.

3) Limit hotels on piers to no more than 2.

4) Before a 2nd pier hotel is built, the first hotel should be proven to be economically, environmentally and contextually successful.

5) The concept of hotels should be approved by public vote.

Ms. Levine added the following comments regarding a hotel recommendation:

1) Height limited to present shed height.

2) Footprint not to exceed ____ % of lot size.

3) Full public access to ground floor and open space.

4) All restaurants open to public.

5) Building orientation perpendicular to coastline to maximize visual access to Bay.

6) Any hotel must be an integral part of a specific, beneficial mixed-use project.

Ms. Levine stated that she also likes Mr. Tuft's idea of considering hotels on piers and on seawall lots as a package and that there shouldn't be a proliferation of either.

Jeff Blanchfield addressed BCDC issues that may impact hotel recommendations.

1) If hotels are built on piers, and no piling or substructure work is necessary, then the entire pier could be built out and BCDC's concerns would be limited to maximum feasible public access and views. This scenario is very unlikely given the condition of the piers.

2) If the entire pier must be torn out, then up to 50% of the area uncovered could be devoted to hotel use and the remainder to open space and/or public access. A couple of piers could be aggregated in one project. If a hotel were combined with an excursion boat terminal, then 50% of the area could be devoted to hotel use and another 50% to the maritime use.

Mr. Tufts requested and, received clarification that development on seawall lots does not count toward the 50% restriction.

Ms. Cervantes stated that the economics of the Plan should be further studied before deciding how to limit hotels.

Mr. Walker stated his support for Ms. Levine's proposal. He also expressed design concerns about the Ferry Building area and other pier sites in terms of architectural quality, shadows, bulk etc.

Mr. Blanchfield stated that public access would be required for hotels on piers. Both the Special Area Plan and the Total Design Plan include architectural and site planning guidelines. The rest of Ms. Levine's requirements also are important aspects of public accessibility and good design.

Mr. Tufts asked whether there are other relevant BCDC requirements that aren't on Ms. Levine's list. Mr. Blanchfield responded that public access is the key issue for BCDC. Other concerns include environmental impacts.

Mr. Sedway asked about the possibility of fill credits. Mr. Blanchfield responded that when the Special Area Plan was developed, the waterfront was divided into 3 zones and when a pier is removed in a zone, replacement fill is only allowed in the same zone.

Ms. Ambrose asked for clarification about fill credits. Mr. Blanchfield explained that fill isn't needed for maritime uses. For publicly-owned land, an exception was made to allow fill for commercial recreation and public assembly uses in San Francisco provided that the 50% rule is met. The 50% that can't be used for commercial recreation or public access can be used for mitigation required by BCDC or other agencies.

Mr. Moylan said that the Advisory Board needs to consider these regulatory issues, the Port's financial needs and the Advisory Board member's concerns and develop a consensus recommendation.

Mr. Tufts recommended that the Implementation Subcommittee meeting on April 12th become a joint committee with the Economic Subcommittee, and that the last item on the agenda for that meeting should be a discussion of a hotel recommendation to bring back to the Board. If a recommendation can't be reached in that meeting, then the Subcommittee should develop a schedule for completing their study of hotels.

Mr. Romero stated that he thinks that Mr. Tuft's approach is an appropriate way to handle the hotel question. He also thought it would be helpful to hear the Advisory Board member's concerns now.

The Advisory Board member's concerns are as follows:

Mr. Tibbits: would like to designate specific sites for hotels, including seawall lots.

Paul Sedway: Likes the points that have been made so far and also thinks that the scale of any hotel should be consistent with the surrounding area. He also emphasized the need for public access and a sense of vitality.

B. Woeste: Also thinks there should be more information about the need for more hotels.

George Romero: Agrees with Ms. Levine's points, except for the limit on percentage of lot size, which is too difficult to establish without a particular design proposal. He also thinks that any recommendation should state that revenues from any hotel ought to be sufficient to facilitate Port maintenance and development. He also agrees with Tom Walker's statement about the importance of design and architectural quality.

Denise McCarthy: Agrees with Ms. Levine's points. Her major concerns are the design and number of hotels and financial return to the Port.

Pat Flanagan: Agrees with Mr. Romero and Ms. McCarthy, and added that there should be a definite formula that specifies amounts to be expended for open space, maritime and other not profitable parts of the project. Possibly open space should be provided on and off site.

Ms. Levine: The Moscone expansion may stimulate a need for more hotel rooms. Also, if an arena is developed behind Hill Brothers, there may be further need for hotel rooms.

Ann Cervantes: Agrees with previous points made by Ms. Levine, except that full public access to ground floor and open space is too restrictive at this point in time. Developers need a little more flexibility.

Peter Moylan: No free standing hotels; must be part of a multi-use project of significant public benefit and appeal. If there are two or more proposals for the same pier or waterfront property, then preference should be given to the proposal with no hotels, regardless of the difference in revenue, assuming they are all financially viable. Prefers no hotel in or around the Ferry Building.

Tom Walker: Any development should be of an appropriate scale and bulk for the location, should respect the character of the adjacent waterfront area and surrounding neighborhood and should optimize any possibilities for reuse and for compatibility with historic structures.

Mr. Tufts: Reminded the Board that the Plan will be a potpourri of possible uses and that implementation of the Plan will be key. For example a lot of factors like vacancy rate can't be determined now. Flexible guidelines should be provided.

Mr. Gallette: Agreed that if studies show that a need is not there when hotels are actually proposed for development, they shouldn't be built. It would be helpful to have input from hotel industry regarding this matter.

Jane Morrison: Agrees with Toby's points, but believes hotels on piers may not be the most appropriate place for hotels. Restaurants should be accessible to the public at large.

Bob Hagedorn: Shouldn't have hotels near the Ferry Building in Piers 1 and 3. Any recommendations regarding hotels should try to be as site specific as possible. Public access that local people would be comfortable using should be guaranteed.

Arthur Bruzzone: Doesn't want to tie the hands of the Port Commission. The ideas presented so far are good but the Board also should keep in mind that the Port will be left with the responsibility for implementing the guidelines. He believes that if the Board sees the financial need for hotels, then the Port should be given the ability to bring in revenues from this use.

Kermit Boston: Agrees with Mr. Tufts recommendations. Also thinks that hotels should be considered in a comprehensive context.

Nan Roth: Planning factors and not economic factors should take a priority. Agrees with interior and ground floor public access and public spaces.

Mr. Tufts restated the pending motion that the Board should send the hotel question to a joint meeting of the Implementation and Economic Subcommittees to be held on April 12th at 4:00; that the hotel discussion should be taken up last on the agenda; and that the subcommittees will determine how to handle the hotel question at further meetings or other options as they may recommend.

The Advisory Board adopted the motion by a unanimous vote of those present.

Mr. Tufts requested that staff try to get a hotel representative at the meeting on April 12th.

Staff announced that the Joint Subcommittee meeting on April 12th will be open to the public and will be in Room 2026 of the Ferry Building.

PUBLIC COMMENTS

Eula Walters stated that the Pier 1 and 3 area is overly congested and there shouldn't be any more garages, particularly on seawall lot 351. Golden Gateway Center is interested in that site and it should be considered for open space.

Nan McGuire thanked the Advisory Board for their vote and thanked Ms. Ambrose for her clarifying comments to the Board. Ms. McGuire stated that she likes the criteria Ms. Levine spelled out and some of the criteria Mr. Tufts layed out.

Harold Treskenoll commended Mr. Tufts for suggesting that representatives from the hotel industry participate in the April 12th meeting to discuss hotels. Mr. Treskenoll provided staff with names of people he would like invited to the meeting.

Jeffrey Heller stated that SPUR has consistently maintained that the Plan should be implementable, viable and acceptable to the public. He believes that the Advisory Board actions tonight forward those goals. SPUR will watch with great interest further discussions of hotels. With respect to the criteria discussed tonight for hotels, he stated that they appear wholesome and sound. The state of the property leased should be balanced with the demands placed on the developer.

The meeting was adjourned at approximately 7:45 p.m.

AC/fj/WPMIN94.4

DOCUMENTS DEPT.
MAR 21 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Saturday, April 16, 1994
Port Commission Room
9:00 a.m. to 2:00 p.m.
THIS IS A SPECIAL MEETING OF THE ADVISORY BOARD

1. Adoption of minutes for the Advisory Board meeting of April 5, 1994

2. Staff Report - (approximately 9:00 - 9:15)

   Discussion of Port's proposed budget, upcoming Advisory Board meeting schedule, and supplemental meetings with community groups to solicit comments on the Waterfront Plan project

3. Discussion and public comments on the Options for Change Report

   The Options for Change Report, published in October 1993, identifies a wide range of primarily non-maritime land use options for Port property that has not already been recommended for continued or future use by water-dependent activities. The Advisory Board is reviewing these land use options prior to making final recommendations on a draft Waterfront Plan. The topics described below, which are the subject of this meeting, are based on land use issues addressed in the Options for Change Report.

   3a) Southern Waterfront Subarea (approximately 9:15 - 11:30 a.m.) - Continue and complete discussion and public comments on the land use options identified in the Options report for the Southern Waterfront subarea, extending from Mariposa Street (at the south end of Mission Bay) to India Basin.

   (Break for lunch: approximately 11:30 - 12:00 noon)

   3b) South Beach/Mission Bay Subarea (approximately 12:00 - 1:45 p.m.) - Continue and complete discussion and public comments on the land use options identified in the Options report for the South Beach/Mission Bay subarea, from the Bay Bridge south through Mission Bay/Mariposa Street.

4. Public Comments (approximately 1:45 - end of meeting)

   At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS
(Subject to Change)

Saturday, April 16; 9:00 a.m.-2:00 p.m. - SPECIAL ADVISORY BOARD MEETING
This meeting is to complete discussion and public comments on land use options outlined in the Options for Change report for the South Beach/Mission Bay and Southern Waterfront subareas. The meeting will be held in the Port Commission Meeting Room, Ferry Building (see the reverse for more details).

Wednesday, April 20; 4:30-6:30 p.m. - Regular Advisory Board meeting: discussion of Unacceptable Land Use list, reports from Financial and Implementation Subcommittees

Tuesday, May 3; 4:30-6:30 p.m. - Regular Advisory Board meeting: finalize Unacceptable Land Use List, staff review of draft format for the Waterfront Plan and a draft of the section addressing land uses for the Ferry Building subarea

Friday, June 3 - release preliminary draft Waterfront Plan

Tuesday, June 7; 4:30-6:30 p.m. - Regular Advisory Board meeting: staff review and public discussion of the preliminary draft Waterfront Plan

Saturday, June 18; 9:00 a.m.-4:00 p.m. - Special Advisory Board Meeting: Discussion and public comments and vote on the Draft Waterfront Plan

DOCUMENTS DEPT.
APR 15 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Wednesday, April 20, 1994
Port Commission Room
4:30 p.m.

Agenda

1. Adoption of minutes for the Advisory Board meeting of April 16, 1994

2. Staff Report - (approximately 4:30 - 5:00):
   a) Discussion by Executive Director Dennis Bouey of the Port's proposed budget and financial status;
   b) Summary of responses to questionnaire soliciting any new Advisory Board comments on the Waterfront Plan;
   c) Upcoming Advisory Board meeting schedule, and supplemental meetings with community groups to solicit public comments on the Waterfront Plan project

3. Briefing on results of land use and planning analysis of land uses described in the Options for Change Report, conducted by staff in the Planning Department and BCDC (approximately 5:00 - 6:00):
   a) Key highlights of land use compatibility analysis of land use options identified in the Options report;
   b) Summary of existing Master Plan and City policies relating to transportation circulation and parking
   c) Summary of comments by BCDC staff on land use options in the Options Report, as they relate to existing BCDC regulations

4. Reports from the Waterfront Plan Advisory Board Implementation and Financial/Economic Subcommittees (approximately 6:00-7:00):
   a) The Implementation Subcommittee will report its work and any recommendations to the full Advisory Board regarding an outline for an implementation program for the Waterfront Plan
   b) The Financial/Economic Subcommittee will report its work and any recommendations to the full Advisory Board regarding financial feasibility analysis that has been carried out to evaluate a number of land use scenarios.
   c) Report on subcommittee discussion regarding acceptable criteria (if any) for hotel(s) on pier(s)

5. List of Unacceptable Land Uses (approximately 7:00-7:30): Discussion and possible vote(s) regarding land uses that should be prohibited on piers or within 100 feet of the shoreline, pursuant to Proposition H. The Advisory Board will review a list of possible unacceptable uses, copies of which will be available to the public on April 20th.

6. Public Comments (approximately 7:30 - end of meeting)

   At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS
(Subject to Change)

Wednesday, April 20; 4:30-6:30 p.m. - Regular Advisory Board meeting: discussion of Unacceptable Land Use list, reports from Financial and Implementation Subcommittees, Comments from Planning Department and BCDC Staff (see reverse for more detailed descriptions)

Tuesday, May 3; 4:30-6:30 p.m. - Regular Advisory Board meeting: finalize Unacceptable Land Use List, staff review of draft format for the Waterfront Plan and a draft of the section addressing land uses for the Ferry Building subarea

Friday, June 3 - release preliminary draft Waterfront Plan

Tuesday, June 7; 4:30-6:30 p.m. - Regular Advisory Board meeting: staff review and public discussion of the preliminary draft Waterfront Plan

Saturday, June 18; 9:00 a.m.-4:00 p.m. - Special Advisory Board Meeting: Discussion and public comments and vote on the Draft Waterfront Plan

wpagen94.1

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

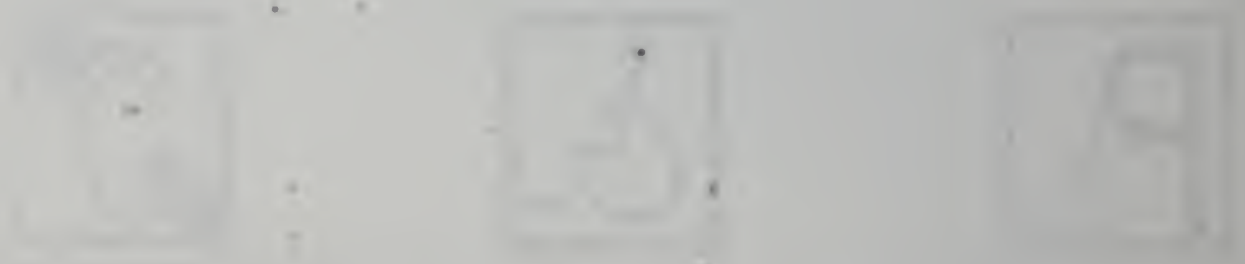
The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.



DOCUMENTS DEPT.
APR 28 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Tuesday, May 3, 1994
Port Commission Room
4:30 p.m.

1. Adoption of minutes for the Advisory Board meetings of April 16 and 20, 1994

2. Staff Report - (approximately 4:30 - 4:45):
   a) Upcoming Advisory Board meeting schedule, and supplemental meetings with community groups to solicit public comments on the Waterfront Plan project

3. Reports from the Waterfront Plan Advisory Board Implementation and Financial/Economic Subcommittees (approximately 5:00-6:30):
   a) The Implementation subcommittee will report its work and any recommendations to the full Advisory Board regarding an outline for an implementation program for the Waterfront Plan
   b) The Financial subcommittee will report its work and any recommendations to the full Advisory Board regarding financial feasibility analysis that has been carried out to evaluate a number of land use scenarios.
   c) Discussion and possible vote on a possible separate recommendation regarding conditions for allowing hotel(s) on pier(s)

4. List of Unacceptable Land Uses (approximately 6:30-7:30): Discussion and possible vote(s) regarding land uses that should be prohibited on piers or within 100 feet of the shoreline, pursuant to Proposition H. The Advisory Board will review a list of possible unacceptable uses, copies of which will be available at the meeting.

5. Review of Outline of the Draft Waterfront Plan (approximately 7:30-8:00): Staff will review the proposed outline for the Draft Plan and a portion of the preliminary draft for the Ferry Building area, in order to provide an opportunity for last minute input from Advisory Board members before the draft Waterfront Plan is released in June.

6. Public Comments (approximately 8:00 - end of meeting)

   At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS

(Subject to Change)

Tuesday, April 26; 8:30 p.m. - Waterfront Plan presentation to the Potrero Boosters and Merchants Association, Potrero Library at 20th and Connecticut Streets.

Tuesday, May 3; 4:30-8:30 p.m. - Regular Advisory Board meeting (see reverse side for detailed agenda)

Wednesday, May 4; 9:30 a.m. - Waterfront Plan presentation to the Fisherman's Wharf Port Tenants Association and Fisherman's Wharf Merchants Association, The Franciscan Restaurant at Fisherman's Wharf

Thursday, May 5; 4:00 p.m. - Waterfront Plan review and outreach meeting to the Fisherman's Wharf Citizens Advisory Committee, Telegraph Hill, Russion Hill and other community groups interested in the Waterfront Plan

Friday, June 3 - release preliminary draft Waterfront Plan

Tuesday, June 7; 4:30-6:30 p.m. - Regular Advisory Board meeting: staff review and public discussion of the preliminary draft Waterfront Plan

Saturday, June 18; 9:00 a.m.-4:00 p.m. - Special Advisory Board Meeting: Discussion and public comments and vote on the Draft Waterfront Plan

wpagen94.1

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
MAY 6 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD
THIS IS A SPECIAL ADVISORY BOARD MEETING
Tuesday, May 10, 1994
Port Commission Room
4:30 - 8:00 p.m.

1. Staff Report - (approximately 4:30 - 4:45):
   a) Update on meetings with community groups on the Waterfront Plan project
   b) Discussion of order and length of time during which the Advisory Board will consider items 3 and 4 on this agenda.

2. Review of Outline of the Draft Waterfront Plan (approximately 4:45-5:30): Staff will briefly review the proposed outline for the Draft Plan and a portion of the preliminary draft for the Ferry Building area, in order to provide an opportunity for further input from Advisory Board members before the draft Waterfront Plan is released in June.

3. List of Unacceptable Land Uses: Discussion and possible vote(s) regarding land uses that should be prohibited on piers or within 100 feet of the shoreline, pursuant to Proposition H. The Advisory Board will review a list of possible unacceptable uses, copies of which will be available at the meeting.

4. Discussion and possible vote on whether the Advisory Board will recommend, independent of the Waterfront Plan, that the Port Commission consider hotels on piers or within 100 feet of the waterfront and, if so, any conditions or guidelines that would accompany that recommendation: At its April 5th meeting, the Advisory Board approved a two-part motion that addressed the issue of hotels on the waterfront by stating that: 1) the plan adopted by the Advisory Board, in recognition of Proposition H, will not include any hotels on piers or within 100 feet of the shoreline; and 2) the Advisory Board may vote separately on whether to recommend, independent of the Waterfront Plan, that the Port Commission consider hotels on piers or within 100 feet of the shoreline. This agenda item is calendared to continue discussion regarding the 2nd part of this motion.

5. Public Comments

   At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

(Copies of the Options for Change Report are available to the public for $5.00, and will be available at the Advisory Board meeting. Checks should be payable to the Port of San Francisco. Copies of the Executive Summary for the Options Report are available free of charge.)

Port staff is in the process of setting up meetings with community organizations to solicit comments on the Options Report. If you are a member of a group that would like to participate in this public planning process, please leave a message with the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will call to schedule a session.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS
(Subject to Change)

Tuesday, May 10; 9:00 a.m. - Waterfront Plan presentation to the Hunters Point Shipyard Citizens Advisory Committee. Southeast Community College, 1800 Oakdale Avenue

Friday, June 3 - release preliminary draft Waterfront Plan

Tuesday, June 7; 4:30-6:30 p.m. - Regular Advisory Board meeting: staff review and public discussion of the preliminary draft Waterfront Plan

Wednesday, June 13 (note: this is a tentative meeting, held if needed), 4:30-6:30 p.m. - Advisory Board and public discussion of the draft Waterfront Plan

Saturday, June 18; 9:00 a.m.-4:00 p.m. - Special Advisory Board Meeting: Discussion and public comments and vote on the Draft Waterfront Plan

wpagen94.1

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
JUN 13 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of May 10, 1994

Attending Board Members: Bruzzone, Eschen, Flanagan, Hagedorn, Levine, Millet, Morrison, Moylan, Romero, Roth, Sedway, Tibbits, Tufts, Walker, Woeste

Absent: Cervantes, Conley, Gallette, Gee, Hanson, McCarthy, Mix, Moy, Scott, Secchitano, Viera, Wallace

Attending Port Staff: Ambrose, Cook, Oshima, Kilstrom

The meeting officially began at approximately 6:15 p.m. when a quorum was reached.

Prior to that, the Board participated in general discussion.

Seaport Plan

Chair Tufts gave a summary of BCDC's *Seaport Plan* re-evaluation effort. He noted that the preliminary conclusions were that cargo projections are basically on target, although slightly below that predicted in 1988. More importantly, because of larger ships and efficiencies of terminal operations it appears that a reduction in the number of Port priority land designations probably will be appropriate. Mr. Tufts added that the conclusions are too preliminary to go into much detail.

Mr. Flanagan inquired whether the conclusions consider current commercial land only or include land made available by base closings. Mr. Tufts responded that presentations were made on the possibility of using four bases (excluding Hunters Point) for port expansion. To some extent, these bases were taken into consideration.

Ms. Oshima clarified that "the Port priority "designation" and "container terminal" designation are two different things. She asked if any of the bases were designated for container terminals. Mr. Tufts responded that he could not recall. The next meeting of the *Seaport Plan* evaluation is June 14. Mr. Tufts said to call BCDC for time and location.

Hunters Point

Mr. Millet said that Port planner Kari Kilstrom and several Advisory Board members made a Waterfront Plan presentation to the Hunters Point CAC. The CAC's major concern was equal

opportunity and minority employment on the waterfront. At Hunter's Point, community residents were being trained for jobs, but not getting the jobs. Mr. Millet said he would act as a liaison

between the Advisory Board and the Hunter's Point CAC. Ms. Morrison added that she would also try to attend CAC meetings. Ms. Kilstrom said the previous week she and Advisory Board members met with the Land Use Committee of the CAC. They expressed concern that a lot of the Port's industrial type uses are working their way south. They are trying to improve Hunters Point Shipyard and asked if the Board was considering kinds of uses they would like to see in the southern part of the Port's property as a gateway to Hunters Point. Mr. Millet added that the CAC stated that all the industrial uses no one else in the City want, wind up in Hunters Point. They were concerned an industrial barrier was being built between the City and Hunters Point. Mr. Millet pointed out that the CAC's concerns must be balanced against the fact that the land is already used for those purposes, the infrastructure is in place and these industries do provide high paying jobs. Ms. Kilstrom added that the Port can be a better neighbor and choosing interim uses that respect Hunters Point's needs is one a possible way to begin to address their concerns.

Ms. Levine added that there is a lot of dissatisfaction with the intensive barrier created at Yosemite Creek near Candlestick Park, where there are recycling and other heavy industrial uses. That area is the topic of the Bayview Plan which will be presented to the neighborhood by the Planning Department and Planning Commission. Ms. Levine said public hearings on the plan will be held in the Hunters Point community.

Mr. Walker pointed out the long term conflict between industries such as recycling which are necessary to be competitive in the shipping industry, and the community's desire to improve the neighborhood.

Implementation

Mr. Tufts reported that the Implementation Subcommittee met with Executive Director Dennis Bouey. The committee has yet to formalize a recommendation for the full Advisory Board. Mr. Tufts said the committee is generally leaning towards a three-step implementation process. The first step, would be to form a committee for specific proposals at specific sites, or perhaps standing committee, and with maximum public input, work with the developer to help define an acceptable proposal. The second step would be design review, that would preferably include BCDC's design review committee. After a proposal cleared that stage, the third step would be to have one presentation made to all decision makers (i.e. BCDC, Port Commission, etc.) hopefully meeting together. Mr. Tufts reiterated that this is a very general outline of the subcommittee's discussions.

Mr. Sedway said that the key issues were whether the committee would be standing and whether there could he be pre-stated guidelines reflected in the RFP. Ms. Roth added that the committee debated these issues for 2 hours, and Mr. Bouey commented very little and indicated a desire to discuss these issues with staff. Mr. Tufts suggested it was a learning experience for Mr. Bouey. Mr. Sedway said the one clear consensus was to simplify the process and not add another layer of bureaucracy to an already complicated process. Ms. Morrison pointed out that Mr. Bouey already supports a design review committee.

Meetings with Members of the Board of Supervisors

Sharon Polledri reported that the Port has contacted members of the Board of Supervisors offering to provide briefings on the land use plan. Supervisors Bierman, Kaufman, Conroy,

Kennedy and the aide to Supervisor Leal have accepted. Supervisors Hsieh and Shelley declined due to time conflicts. Supervisors Maher, Hallinan, Alioto and Migden have not yet responded. Ms. Oshima reported that the Planning Department has completed a 200 page evaluation of land use options from the Options Report that will be made available to Board members.

Ms. Cook requested that the Fisherman's Wharf subcommittee meet to discuss the results of two public outreach meetings held with Fisherman's Wharf Tenants and the CAC. A meeting was scheduled for Thursday, May 12, 4:00 p.m.

Draft Land Use Plan Outline and Ferry Building Sub Area

Ms. Cook described how the land use plan would be developed, distributing an outline of the Executive Summary and chapters in the land use plan. Chapter one would be background and context, so readers can understand about the Port and the plan before getting into detail. Maritime trends, land use trends, financial and regulatory environment, and other general port wide issues would be included in Chapter one. There would be an executive summary as well that would provide a concise summary of the Waterfront Plan in an attractive, poster-like format.

Chapter two would address the "guiding principles of the Plan." The Guiding Principles are statements that summarize the Advisory Board goals and policies relating to - urban design, jobs, transportation, land use and other planning issues. The principles will be evident in all aspects of the plan. There will be graphic descriptions, or symbols, to represent application of each principle.

Ms. Cook listed the six guiding principles with brief descriptions: a working waterfront, a diversity of activities and people, access along the waterfront, a revitalized port, an evolving waterfront, and urban design. Mr. Sedway said that if these are going to be the driving forces behind this plan than the Board should approve them. Mr. Sedway said that the Board has repeated the principle that the waterfront is an integral part of the City. He said that this principle was at least as important as the other six and should be given that prominence. Ms. Cook said that the Board previously received a copy of these principles. In the Draft Plan, there will be another opportunity for the Board to review them to ensure that members are comfortable with the principles.

Mr. Walker commented that maritime trends present a difficulty for the Port, which would be a weaknesses in a business plan. The Plans strengths are in the guiding principles. It's not only a political plan and an urban design plan, but also a business plan. Mr. Walker said that the Plan should recognize the movement toward marketing a Port in a new context, by building on the evolution from the industrial environment (and the historic context) and using that as an asset. Mr. Walker said that the plan should not be an abandonment of the Port's history and a sell-off of real estate but rather, it should be a plan which supports using resources in a responsible way, builds on the Port's assets, and responds to the environment we are in and protects what people value.

Mr. Flanagan said land use is only one factor that the Port has to address. Operational efficiencies also should be explored. For example, Mr. Flanagan asked if it was possible for several small shippers to share a ship, and have Port of San Francisco longshoremen break it down. This would be a use that is consistent with the plan, but would be different from what has

been done in the past. Mr. Flanagan said it is the responsibility of Port operations and staff to be looking at new non-development sources of revenues.

Ms. Roth said that the *Options for Change* report seems to have an enormous emphasis on development and hopes. That won't be the impression from the draft land use plan.

Ms. Cook described Chapter 3, land use designations, and explained that staff is considering four categories of land uses and guidelines for each category: priority maritime, transitional maritime, priority open space, and maritime mixed use (opportunity sites). Chapter 4, would focus on each subarea and include details about the background and context, changes in the area, and more refined visions flowing from the guiding principles, land use options and designations, development standards, and list of permitted uses divided up by the land use categories in Chapter 3. The final chapter would discuss the recommendations of the Implementation Subcommittee, streamlining the permitting process, interim uses, and a plan amendment process. A list of acceptable and unacceptable uses would be included in either a separate chapter or at the end of each subarea.

Ms. Levine indicated her support for Mr. Sedway's suggestion to either add a principle that focuses on the goal of making the waterfront part of the City or further emphasizing this goal in the third and sixth principles if too complicated as a separate principle. The principle could states "a waterfront that is an integral part of the City."

Mr. Tufts suggested that perhaps Mr. Sedway's principle could be an overarching principle, from which the current six principles flow. Mr. Sedway indicated that would be acceptable. Ms. Oshima suggested that this principle could be written as a type of "mission statement." Mr. Walker said he would like to see more connections between the guiding principles. Perhaps each principle could follow upon a preceding principle. Ms. Oshima asked if Mr. Walker meant in a sequence. Mr. Walker responded in the affirmative, suggesting a possible narrative format.

Ms. Roth reiterated her concern over the Port's historic assets and asked how they would be addressed in the Draft Plan. Ms. Cook said that historic resources would be introduced in the "evolving waterfront" and "urban design" principles. Ms. Roth asked if there would be an inventory of these assets. Ms. Cook said she believed that the Advisory Board had not reached a consensus about what to do with some resources, such as the bulk-head building. Some members want some bulkheads removed to permit greater views. Ms. Roth said some of the buildings are in a historic district and should be preserved. Mr. Walker said the string of bulkheads express the working waterfront as it was and should be addressed in the plan. Ms. Levine said if there was a hierarchy of historic structures, the area of the cruise terminal would be the top area. There should be a strong statement in the plan that this is more than a remnant of the working waterfront, and will continue to be part of the working waterfront because new kinds of maritime uses will evolve.

Mr. Tibbits said the mixed use areas would be a logical place for recognizing the historic character of the waterfront. Perhaps this could be an interwoven theme throughout the Plan. Mr. Tibbits said the Board may be getting away from its purpose, which is to develop only a land use plan, if it places too much emphasis on design details.

Mr. Bruzzone called the Board's attention to the draft section on the Ferry Building subarea. He said that the subjectivity of this section convinced him that Mr. Sedway's observations about the need to double check that guiding principles are correct.

Mr. Tufts said he wasn't sure where the Plan would summarize the Implementation Subcommittee's consensus on objectives. Mr. Tufts also wanted to know where a special area plan and implementation recommendations would be included in the outline. Mr. Tufts said the implementation was as important as the plan. Staff responded that these issues would be addressed in Chapter 5.

Mr. Romero felt the "working waterfront" concept needed further explanation, staff responded that all the guiding principles would be discussed much more thoroughly than in the outline of the Plan.

Concerns

Ms. Cook distributed a condensed list of outstanding concerns taken from a survey of Board members from April 12. Ms. Cook said comments from this survey will be reflected in the land use plan. Ms. Roth believed the list was misleading because the comments were not inclusive of all the members' concerns. She indicated that the survey asked for concerns of items not adequately addressed in previous meetings, but not all the concerns developed over 3 years. Ms. Morrison referred back to the Ferry Building draft and was concerned about general office, which she would not approve of general office. Ms. Cook responded that the Ferry Building is a historic building and BCDC would allow general office to generate revenue for the building. Ms. Morrison said the criteria should be what will bring people into the building, such as a restaurant on the 3rd floor, rather than just what BCDC permits.

Unacceptable Uses

A list of uses proposed for the Unacceptable Uses section required by Proposition H was distributed. A discussion of procedure for adopting additional unacceptable uses followed. Mr. Moylan said the intent of the Unacceptable Use section by the author was to establish criteria and the Board should not have to consider every possible use. Mr. Tufts read the criteria from Prop. H. From the audience, Mr. Niels Erich asked where the uses on the list came from. Ms. Cook responded that the Advisory Board requested the staff to come up with a list of 10 or 15 uses to put on a list for discussion. Some came from San Francisco Tomorrow, the remainder from Board members and staff.

The Board discussed how the criteria delineated in Proposition H would be applied and agreed that all six were not necessarily to be applied in each case, however that each could be considered in making a decision on an unacceptable use if applicable. Mr. Walker pointed out where the criteria could be in conflict.

Mr. Tibbits requested that "heliports or seaplanes used for sightseeing purposes" be added. Ms. Roth asked that oil refinery's be added to the list. It was determined that eight votes would be required to add a use to the unacceptable list (due to the lack of a quorum present by this point of the meeting). Ms. Cook reminded Board members that the uses being discussed refer to piers and within 100 feet of the shoreline under Proposition H.

Ms. Roth moved and Mr. Walker seconded that private clubs be unacceptable unless they have a maritime oriented mission and would permit the public to use the facilities for public functions. Mr. Eschen asked if that would prohibit an embassy from having an organizational club. Ms. Morrison opposed private clubs such as the Yacht Club and the World Trade Club which occupy public space but only members and guests can use. The motion failed 5-7 (Bruzzone, Levine, Tibbits, Roth, Walker, Flanagan, Sedway opposed [i.e. an acceptable use with conditions]; Hagedorn, Morrison, Eschen, Moylan, Millet in favor [i.e. unacceptable]), because there were not eight votes to carry the motion.

Mr. Tibbits moved that **private clubs should be considered an acceptable use.** The motion failed 4-8 (Bruzzone, Levine, Tibbits, Eschen in favor; Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet opposed).

Ms. Morrison moved and Mr. Hagedorn seconded that **private clubs should be unacceptable** The motion carried 8-4 (Bruzzone, Hagedorn, Morrison, Roth, Flanagan, Moylan, Sedway, Millet; in favor; Levine, Tibbits, Eschen, Walker opposed).

Mr. Moylan moved and Mr. Tibbits seconded that **residential uses be added to the unacceptable list.** The motion carried 11-1 (Bruzzone, Levine, Tibbits, Hagedorn, Morrison, Roth, Eschen, Walker, Flanagan, Moylan, Millet in favor; Sedway opposed).

Mr. Flanagan moved that residential is a permitted use under the condition that it would be rental property and a minor part of a mixed use development. After discussion, Mr. Flanagan reworded his motion to **residential would be an appropriate use on a pier use under the condition that it would be rental property for low income and affordable housing that is part of a mixed use development.** Mr. Millet seconded the motion, which failed 1-11 (Flanagan in favor; Bruzzone, Levine, Tibbits, Hagedorn, Morrison, Roth, Eschen, Walker, Moylan, Millet Sedway opposed).

Mr. Flanagan moved and Mr. Tibbits seconded that **sports arenas be unacceptable.** There was discussion of whether seating capacity should be considered. Mr. Moylan said he supported an arena for 22,000 seats or less for the Warriors, but it is probably irrelevant because Mr. Moylan believed that the Warriors prefer a location in the Rincon area. Ms. Levine noted that the China Basin site was considered by the Board for a public facility that would allow for circuses and other large group activities. If the Warriors were to build at Rincon, there would probably not be a need for such a facility. But if the Warriors remain in Oakland, there may still be a need for such a facility. Ms. Roth pointed out that the Rincon site would still be a good site for an arena. Mr. Tibbits mentioned that the China Basin site is located next to public open space and as such the size of the building can't be more than 40' in height at the edge of the park. Mr. Tibbits said an arena would be 14 stories. Ms. Morrison said we should respect the community that has developed in the China Basin area and not overwhelm it with a large building and traffic. The motion failed 6-6 (Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan in favor; Bruzzone, Levine, Eschen, Moylan, Sedway, Millet opposed).

Mr. Flanagan moved that **a sports arena is an unacceptable use at China Basin.** Mr. Tibbits seconded. Mr. Flanagan said that area is predominantly housing. Mr. Millet responded that the space is 12 acres with only 4 acres for the arena and 8 acres of open space. Mr. Moylan said the facility would be 12-14 stories. Several Board members questioned if an unacceptable use could be added under Prop. H if site specific. Chair Tufts suggested that these votes be subject to legal interpretation. The motion failed 6-6 (Tibbits, Hagedorn, Morrison, Roth, Millet, Flanagan in favor; Bruzzone, Levine, Eschen, Moylan, Sedway, Walker opposed).

Mr. Hagedorn moved and Mr. Millet seconded that **sports facilities with a seating capacity greater than 22,000 be unacceptable.** The motion carried 10-1-1 (Levine, Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet in favor; Eschen opposed, Bruzzone abstained).

Mr. Bruzzone moved and Mr. Tibbits seconded that **tennis courts are unacceptable.** The motion carried 10-2 (Bruzzone, Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet in favor; Levine, Eschen opposed).

Mr. Moylan moved and Mr. Sedway seconded that **non-accessory parking be considered unacceptable.** Discussion followed to clarify parking to mean stand-alone parking that is not accessory and necessary to support another use. The motion carried 11-1 (Bruzzone, Levine, Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet in favor; Eschen opposed).

The Advisory Board acknowledged that the unacceptable use restrictions being voted on do not apply to interim uses.

Ms. Morrison moved and Mr. Hagedorn seconded that **general office uses be considered unacceptable.** Ms. Oshima said this would affect the Ferry Building, but Ms. Roth pointed out that it is grandfathered. Mr. Tufts said that was true under BCDC, but if this vote were to pass it would apply to the Ferry Building. A motion to exempt the Ferry Building would be entertained later. Mr. Erich asked how is a requirement for maritime office enforceable, in that after an office is built, how does the Port guarantee that future tenants years later are maritime. Ms. Cook responded that if the office cannot be rented for maritime use, it would remain vacant as is currently the case. The motion failed 6-6 (Hagedorn, Morrison, Roth, Moylan, Sedway, Millet in favor; Bruzzone, Levine, Tibbits, Eschen, Walker, Flanagan opposed).

It was agreed that no vote be taken on maritime offices.

The Board next considered adult entertainment. Mr. Flanagan asked if that included night clubs. Mr. Tufts said it referred to pornographic entertainment. Ms. Roth said pornographic entertainment is referred to as adult entertainment in the City code. Ms. Roth moved and Mr. Hagedorn seconded **that adult entertainment according to the planning code be considered unacceptable.** The motion carried 11-0-1 (Bruzzone, Levine, Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet in favor; Eschen abstained).

It was moved by Mr. Bruzzone and seconded by Ms. Morrison **that floating jails be unacceptable.** The motion carried 12-0.

Ms. Roth moved and it was seconded **that large grocery stores be an unacceptable use.** Ms. Roth then said she would like a better definition. Mr. Sedway proposed a 5,000 square foot breaking point. Mr. Sedway said in lots of zoning ordinances it is considered the difference between a convenience store and a large market. Ms. Roth accepted 5,000 sq. ft. as a friendly amendment. The motion was **that large grocery stores in excess of 5,000 square feet be an unacceptable use.** The motion carried 11-1 (Bruzzone, Levine, Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet in favor; Eschen opposed).

Mr. Moylan moved that **mass merchant retail chains be unacceptable**. General discussion followed to clarify the definition of mass merchant retail chains. Mr. Moylan suggested a square footage definition as adopted for grocery stores. Mr. Millet agreed. Mr. Sedway pointed out that we had a debate about retail without discussing mass. He said festival retail, specialty retail and one other be allowed. Ms. Oshima asked if Ghirardelli Square would be festival retail. Mr. Sedway said it would, but added that does it need a waterfront location. Mr. Erich added that he was thinking of import/export retail that would benefit from trade zone activities. If they are involved in international business the Board wouldn't want to write them off. Mr. Moylan added that grocery stores have few definitions, merchant retail chain has many definitions and is too complex to deal with. It should be dealt with at the subarea level. Ms. Roth said Costco, Cost Plus are built without windows and shouldn't have a waterfront location and retire a ton of parking. Mr. Tufts said to some extent this would be micro-managing. The Board must rely to some extent on the implementation process. Mr. Moylan withdrew his motion.

Mr. Tufts introduced churches and religious organizations. Ms. Cook pointed out there was a non-denominational chapel for sailors on the waterfront. Ms. Morrison moved **that churches and religious organizations be unacceptable.** The motion was determined to include all types of religious facilities (i.e. synagogues, mosques, etc.) The motion failed 6-6 (Tibbits, Hagedorn, Morrison, Roth, Walker, Millet in favor; Bruzzone, Levine, Eschen, Flanagan, Moylan, Sedway opposed).

A general discussion followed on the definition of high rise developments. Mr. Flanagan moved and Mr. Sedway seconded **that any building over 50' on the waterfront be unacceptable.** The motion carried 9-2-1 (Levine, Tibbits, Hagedorn, Morrison, Roth, Flanagan, Moylan, Sedway, Millet in favor, Eschen, Walker opposed, Bruzzone abstained). Ms. Levine pointed out that would limit an arena to 50'.

Mr. Bruzzone moved that animal services be unacceptable. A general discussion followed on marine versus non-marine animals and the definition of animal services. Mr. Moylan asked for and Mr. Bruzzone accepted a friendly amendment to limit the unacceptable use to non-marine animal services. Mr. Bruzzone moved and Mr. Tibbits seconded **that non-marine animal services be unacceptable.** The motion carried 11-1 (Bruzzone, Levine, Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet in favor; Eschen opposed).

Ms. Roth moved and it was seconded by Mr. Hagedorn **that mortuaries be an unacceptable use.** The motion carried 12-0.

Mr. Tibbits and Ms. Morrison seconded moved **heliports or seaplane based services for aerial sightseeing being unacceptable.** Mr. Tufts asked if the Port had those services now. Ms. Roth replied that the Port had them in the past and there is a proposal coming up. Mr. Tibbits said helicopters some years ago operated at Pier 43. It's incompatible with the surrounding area, Mr. Tibbits said. This motion would not be limited to sightseeing services only. General discussion followed over other uses such as geological surveys, emergency services and police services.

The motion carried 10-2 (Levine, Tibbits, Hagedorn, Morrison, Roth, Flanagan, Walker, Moylan, Sedway, Millet in favor; Bruzzone, Eschen, opposed).

Mr. Millet moved and Mr. Moylan seconded **that oil refineries be an unacceptable use.** The motion carried 11-1 (Levine, Tibbits, Hagedorn, Morrison, Roth, Eschen, Walker, Flanagan, Moylan, Sedway, Millet in favor; Bruzzone opposed).

Mr. Moylan moved and Mr. Sedway seconded **that cinemas and/or movie houses be added to the unacceptable list** Discussion followed to clarify the definition of cinemas. The motion failed 7-4-1 (Tibbits, Morrison, Roth, Walker, Moylan, Sedway, Millet; Bruzzone, Levine, Eschen, Flanagan opposed; Hagedorn abstained)

Ms. Jennifer Clary, President of San Francisco, asked if the Board would consider placing a shopping mall (i.e. Ghirardelli Square) on the list. Mr. Moylan said one possibility might be a series of retail shops that comprise 100% of the project. But the Board agreed that the definition was too difficult for the present time.

Mr. Tibbits moved **that convention centers be unacceptable.** General discussion followed on the definition. Mr. Tibbits said he was not referring to Pier 39 type of activity. Mr. Sedway said there is an opportunity for a small retreat, conference, publicly available space. Mr. Tibbits withdrew the motion.

Mr. Tufts entertained any other motions. Mr. Millet suggested Television antenna's and dishes. Mr. Tibbits said they are not being built anymore because they are obsolete technology. Mr. Millet said there were two seven-foot dishes up for approval before the Planning Commission. Ms. Levine said certain aspects of the marine industry require these satellite dishes and the Board should see if they are needed by maritime uses. Board members said that would be a maritime use and thus would be acceptable.

Ms. Levine said that the Board is in dangerous waters with the prohibition on private clubs when it comes to the boating clubs. She asked what happens when the leases expire. Board members pointed out that these clubs are maritime, which is permitted by Proposition H. The consensus was that all unacceptable uses adopted by the Board referred to non-maritime and non-water dependent uses. Ms. Oshima asked about the World Club Trade. Mr. Moylan said the World Trade Club is grandfathered under Proposition H. Mr. Tufts reminded the Board that Ms. Roth's first motion exempting maritime was not resolved. Mr. Flanagan moved **that all unacceptable uses voted on by the Board apply to non-maritime, non-water dependent uses only.** Mr. Bruzzone pointed out that it should be subject to legal review. The motion carried 12-0.

Hotels

Mr. Moylan moved and Mr. Bruzzone seconded a statement to be adopted which they co-authored to represent the position of the Advisory Board on hotels:

"The Waterfront Plan Advisory Board recognizes flexibility as a key ingredient in the Port's ability to achieve the Board's two major objectives: conformance to the guiding principles, objectives and land use options of the Waterfront Plan and long-term financial stability. However, the

Advisory Board also recognizes that public sentiment is deeply divided over the appropriateness of waterfront hotels. Therefore, the Advisory Board recommends that the Port give serious consideration to the public's concerns over hotels.

"Nevertheless, the Advisory Board recognizes that, in certain circumstances and subject to the criteria listed below, a hotel project may achieve these objectives. But if the Port determines that a hotel project would be in the best interests of the Port and the City and County of San Francisco, the Board recommends the following conditions and restrictions apply to that project." This language would precede the nine restrictions and conditions adopted by the Board at the May 3, 1994 meeting.

Ms. Morrison asked that Mr. Flanagan's motion be read before voting on the Moylan/Bruzzone motion. Mr. Flanagan said he disagreed with the language of the second paragraph and distributed the language of his motion. Mr. Flanagan proposed substituting the second paragraph with his language. Mr. Flanagan said he believes in the right of voters to change their minds:

"The Waterfront Plan Advisory Board respects the voters' mandate of no hotels on the waterfront. The Advisory Board also recognizes that the voters may change their minds. In the event the voters choose to put hotels on the waterfront, we recommend to the Port and to the voters that the following restrictions be applied."

Mr. Tufts asked if the makers of the motion would accept the amendment. Mr. Bruzzone and Mr. Moylan said they would not. Mr. Bruzzone added that Mr. Flanagan's language could be debated and adopted as an amendment. Mr. Flanagan moved that his language be substituted for the second paragraph. Ms. Morrison seconded. Mr. Walker said the language is vague and not in the spirit of the points adopted previously. Mr. Walker said the simpler introduction from the previous week was more straight forward. Ms. Morrison read "If the Port of San Francisco proposes hotels on piers, the Waterfront Plan Advisory Board respectfully requests they recognize these considerations and restrictions." Mr. Walker said he prefers a simpler introduction where the Board avoids position itself. Mr. Walker would prefer substituting Ms. Morrison's language.

Mr. Bruzzone said the Board had an agreement, negotiated a compromise, and the Moylan/Bruzzone language captures the spirit of the compromise. This is not part of the waterfront plan, but expresses a point of view that tries to capture a cautious statement that the Port may need for fiscal reasons to look at hotels. If and when that happens, these are the conditions and restrictions the Board wants the Port to keep in mind. If the Board takes no position, then Mr. Bruzzone believes the Board is backing off the agreement it made when it

adopted the first position.

Ms. Morrison said the Board agreed that it may vote separately on whether to recommend hotels and now the Board is considering a vote on whether to recommend them. Mr. Bruzzone said he is offering a proposal that the Port may consider hotels and the Board would consider supporting the consideration under the adopted conditions and restrictions. Ms. Roth said the Bruzzone/Moylan version doesn't include consideration of the voters' wishes. Mr. Bruzzone said he believed it was the first condition. Mr. Moylan said that the conditions and restrictions reflect the order of adoption by the Board on May 3. If it wasn't on the list, it wasn't adopted. Mr. Bruzzone said that he wanted the first condition to be that if the Port wanted to seek hotels, it must go on the voters. Mr. Tibbits suggested that the phrase "subject to voter approval" be added to the Bruzzone/Moylan statement. Mr. Tufts recommended the language be amended to "But if the Port and the voters of San Francisco determine.."

Ms. Roth said there was a lot of editorializing with which she was uncomfortable. Mr. Hagedorn said he supported Mr. Walker's proposal to go back to the simple language of from Ms. Morrison. To that language he suggested adding the language "and the voters approve or agree".

Mr. Erich said he thought the idea of pulling this recommendation out the plan was because the Port commission couldn't adopt a plan that favored considering hotels. By implication that suggests there is a recommendation by the Board about the consideration of hotels. Ms. Roth said the Board is trying to come up with a solution that won't have the Board members at loggerheads with each other. Mr. Moylan said that is the spirit in which Mr. Bruzzone and Mr. Moylan came up with their language, trying to acknowledge all the various subtleties of this debate. Mr. Moylan said he supported the motion because it separates the plan from the hotel debate. The plan can be adopted without getting into the debate on hotels.

Mr. Flanagan accepted a substitute motion for his motion, and replaces the Bruzzone/Moylan motion. The motion reads: **"If the Port of San Francisco proposes hotels on piers and the voters approve, the Waterfront Plan Advisory Board respectively recommends these considerations and restrictions."**

Mr. Ted Nelson in the audience asked if the Advisory Board is discussing the waterfront plan, why is the hotel subject being discussed. Mr. Tufts said because the Board voted to discuss this issue separately and has the right to do so.

The motion was moved by Ms. Roth and seconded by Ms. Morrison. Mr. Tufts said the vote was to substitute this motion for the main Bruzzone/Moylan and substitute Flanagan motions. The motion carried 8-4 (Tibbits, Hagedorn, Morrison, Roth, Eschen, Walker, Flanagan, Millet in favor; Bruzzone, Levine, Sedway, Moylan opposed).

The adopted substitute motion was moved as the main motion by Mr. Hagedorn and seconded by Ms. Morrison. The motion carried 11-1, with Eschen opposing.

Mr. Tibbits proposed a friendly amendment to the second adopted condition and restriction, which reads: "Excluding Pier 40, limit pier hotels to one or two, considering a second only if the first one proves to be appropriate from a functional, urban form, public access and environmental

standpoint -- and provides significant financial support to the Port's maritime and open space activities." Mr. Tibbits moved the following language substitution: "In addition to a hotel on Pier 40 (Redevelopment Lease)," in place of "Excluding Pier 40". Ms. Roth seconded. Mr. Moylan offered a friendly amendment to change "consider a second" to "consider the second" for clarification, which Mr. Tibbits and Ms. Roth accepted. The motion carried 12-0.

Ms. Morrison moved and Mr. Bruzzone seconded to adopt the introduction and the conditions and restrictions as a whole. The motion carried 11-1 (Bruzzone, Levine, Tibbits, Hagedorn, Morrison, Roth, Walker, Flanagan, Moylan, Sedway, Millet in favor; Eschen opposed).

The meeting was adjourned at 9:30 p.m.

AC/fj/WPMIN94.5A

DOCUMENTS DEPT.
JUN 8 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD
THIS IS A SPECIAL ADVISORY BOARD MEETING
Monday, June 13, 1994
Port Commission Room
4:30 p.m.

1. Staff Report - (approximately 4:30 - 5:00):

   Report from the Executive Director on status of 1) Container terminal operations in light of recent departures of several cargo shipping lines; 2) Proposal to seek voter approval of exemption from Proposition H for renovation of the Ferry Building and Pier 52 Public Boat Launch projects.

2. Advisory Board and public review of the *Draft Waterfront Land Use Plan*

   Staff will provide a brief presentation, followed by public comments from citizens and Advisory Board members regarding the draft Waterfront Land Use Plan. The draft Plan specifies land uses for the over seven miles of waterfront property under Port jurisdiction from Aquatic Park to India Basin, and conditions under which they would be allowed. The draft Plan is the product of an almost three year public planning process. Copies of the *Draft Waterfront Land Use Plan* are available to the public for a charge of $10.00. Please make checks payable to the Port of San Francisco.

   Following the June 13th Meeting, a second Advisory Board Special Meeting will be held on Saturday, June 18th beginning at 9:00 a.m. The June 18th meeting will be a day-long session, providing an opportunity for the Advisory Board and general public to discuss the Plan policies in detail, and make modifications as necessary before voting on the Plan it will recommend to the Port Commission.

3. Possible motion and vote to reconsider Unacceptable Non-Maritime Land Uses designated in the draft Waterfront Land Use Plan

   At the direction of the Chair of the Advisory Board, this item is included in response to request(s) from members of the public to reconsider one or more of the following Unacceptable Uses determined by the Advisory Board at its meeting on May 10, 1994: Private clubs, residential, sports facilities with seating capacity greater than 22,000, non-accessory parking, adult entertainment, large grocery stores in excess of 5,000 square feet, any building over 50' in height, non-marine animal services, mortuaries, heliport or seaplane based services for sightseeing, oil refineries, tennis courts. All unacceptable uses voted on by the Board apply to non-maritime, non-water dependent uses only.

4. Public Comments

At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS
(Subject to Change)

Monday, June 13; 4:30 a.m. - Comments on the Draft Waterfront Land Use Plan (see reverse for details)

Saturday, June 18; 9:00 a.m.-4:00 p.m. - Special Advisory Board Meeting: Discussion and public comments and vote on the Draft Waterfront Plan

COMMUNITY OUTREACH MEETING AND EVENTS

Thursday, June 21, 8:00 p.m. - Meeting to discuss Waterfront Plan with the Coalition for San Francisco Neighborhoods (call Anne Cook, 274-0483 for meeting location)

wpagen94.1

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

SF
358
#2
6/13/94

DOCUMENTS DEPT.
JUL 21 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of June 13, 1994

Attending Board Members: Boston, Bruzzone, Cervantes, Eschen, Flanagan, Gallette, Gee, Hagedorn, Hanson, McCarthy, Millet, Morrison, Moy, Moylan, Romero, Roth, Secchitano, Sedway, Tibbits, Tufts, Walker, Wallace, Woeste

Absent: Conley, Levine, Mix, Viera

Attending Port Staff: Ambrose, Cook, Kilstrom, Polledri

The meeting began at approximately 4:35 p.m..

A motion to approve the Minutes of May 3, 1994 and May 10, 1994 was passed.

George Romero requested that the Advisory Board reconsider the notion of paying prevailing wages as part of its recommendation to the Port Commission. He agreed to initiate the discussion at the appropriate time.

Unacceptable Non-Maritime Land Uses designated in the draft Waterfront Land Use Plan. The Chairman received a number of comments regarding unacceptable land uses. Chair Tufts requested that the Board hear from John Sanger, an attorney representing Pier 39 and Steve Price, owner of San Francisco Seaplane Tours regarding the proposal for seaplane tour operations at Pier 39.

John Sanger explained that the Planning Commission recently approved a six month trial period for seaplane tour-passenger loading and unloading at Pier 39. Mr. Sanger expressed concern that the Waterfront Plan Advisory Board, at its May 10th meeting, named seaplanes as an unacceptable use at the same time Sanger and Price were addressing a group of Telegraph Hill residents to discuss the details of the planned operation.

Mr. Sanger stated that seaplanes are clearly water-dependent and therefore should not be included in the list of unacceptable "non-maritime land uses". The six-month seaplane trial operation is intended to demonstrate that passenger loading and unloading of seaplane tour-passengers at Pier 39 for the same seaplane tour that has been operating since 1947 will not present any undesirable effects on the waterfront and nearby residents.

Chair Tufts stated that, if seaplanes do qualify as a maritime use, there may be a legal question as to whether or not the Board can name them as unacceptable, given the guidelines of Proposition H.

Bob Tibbits stated that the notion of seaplanes as not being water-dependent comes from BCDC rules that state that water-dependency has to do with deep water and navigable water. The fact that the seaplanes are operating in shallow water in Sausalito supports the notion that they are not water-dependent.

Mr. Flanagan asked Mr. Sanger whether there have been any studies regarding swells and sea conditions in the vicinity of Pier 39. Also, he has concerns regarding seals, swimmers and ship navigation and the seaplane landings and take-offs in this area. Mr. Sanger replied that the only environmental impact that was considered a principal matter of concern is the issue of noise and that is the principal focus of the six-month trial period. The safety issues are regulated by the FAA and Coast Guard.

Mr. Tibbits asked whether the operator can document item number 8 on Mr. Sanger's handout, which states "seaplanes can generate additional Port revenues, both directly and indirectly, through greater visitations to the waterfront." Mr. Sanger stated that they hope to prove this once operations are underway. He clarified that the Port requires a special rental arrangement with the seaplane operator.

Peter Moylan had three concerns. One, it does appear that seaplanes are water-dependent. Two, the Corps of Engineers study does assuage concerns regarding environmental impacts. Three, it appears that the operation has a long history and he has never observed noise impacts from planes during time spent on the waterfront. Mr. Moylan questioned the reason or rationale for opposition, if these are the facts.

Nan Roth pointed out that the helicopter problem was far worse when they operated out of Pier 39 as opposed to Sausalito. She suspects this is because they were able to attract more customers at Pier 39 and operated more flights as a result. She also stated that, inevitably, sightseeing flights travel right over Telegraph Hill. The City's noise abatement personnel were not available on weekends when the helicopter noise was the worst.

Mike Gallette stated that he once worked at a restaurant immediately adjacent to the helicopter landing pad and there were no complaints from dinner patrons or from surrounding business owners, to his knowledge. He would like to see the seaplane operator be given a trial period and have the facts brought back before the decisionmakers.

Mr. Gallette moved that the Board reconsider every land use that was deemed unacceptable on May 10th, excluding adult entertainment, mortuaries and oil refineries. Mr. Bruzzone supported reconsidering the unacceptable land uses in light of the weight given to the exercise in Proposition H and since nearly the entire Advisory Board is in attendance. The Board voted 13-8 to approve the motion.

1. Private Clubs

The motion, to deem non-maritime, non-water related private clubs as an "unacceptable land

use", was approved by a vote of 17-4. (In favor: Millet, Morrison, Walker, Roth, Moy, Tibbits, Cervantes, Flanagan, Hagedorn, Gee, Romero, Woeste, Sedway, Moylan, McCarthy, Boston, Bruzzone. Opposed: Eschen, Hanson, Gallette, Secchitano,)

Discussion. Jane Morrison clarified that private clubs of a maritime nature are exempt from consideration as unacceptable. The World Trade club, for example, would be considered as having a maritime nature as well as boat clubs, swim clubs, etc.. Only clubs not related to the water in any way would be unacceptable.

Noreen Ambrose stated that the State Lands Commission would not authorize a purely private club on Port property unless that property had been deemed surplus to trust uses, or unless the club was related to a maritime function in some way, such as the World Trade Center.

Ms. Walters spoke in opposition to any private club on the waterfront. Richard Millet moved that private clubs that are not water-related be deemed unacceptable non-maritime uses.

Jeff Heller noted that any club that takes advantage of any recreational aspect that the waterfront affords is desirable, therefore SPUR would be opposed to the exclusion of private recreational non-maritime clubs.

George Romero requested that the Board discuss the notion of public access, even at private clubs. He proposed that maritime related private clubs, since they are permitted, should make reasonable provisions for public access to the club, for a fee, so that the space may be used by the community on an occasional basis.

Chair Tufts used this opportunity to ask the City Attorney, Noreen Ambrose, whether or not seaplane use would constitute a maritime use, inherently. And if it is a maritime use, does the Advisory Board, under Proposition H, have the authority to deem a maritime use unacceptable. Likewise, with maritime clubs, does the Advisory Board have the authority to put them on the list of unacceptable uses.

Noreen stated that Proposition H requires the Port to define land uses in terms of maritime, acceptable non-maritime and unacceptable non-maritime. However, the Advisory Board can make any type of recommendation to the Port Commission that it deems appropriate.

Chair Tufts clarified that the Advisory Board is permitted, if it sees fit, to deem a use or uses as unacceptable maritime, even though it is not required by Proposition H to do so. Ms. Ambrose added that Proposition H actually encourages the Port to add maritime uses that it might develop.

Jane Morrison asked whether seaplane operations are maritime or not. Noreen stated that seaplanes would appear to be water-dependent, since they cannot function but for the water. Paul Sedway suggested that we eliminate seaplane from the list of unacceptable uses because it is a maritime use.

Chair Tufts suggested that the Board instruct staff to take up the question of seaplanes and private clubs associated with maritime activities at the same time the Board discusses hotels, as a separate vote. George Romero agreed to withdraw his motion regarding public access to

private clubs.

2. Residential

Pat Flanagan moved that residential be deemed an unacceptable non-maritime land use. The motion carried 17-3. (In favor: Morrison, Walker, Roth, Moy, Tibbits, Cervantes, Eschen, Flanagan, Hanson, Gallette, Hagedorn, Secchitano, Woeste, Sedway, Moylan, Boston, Bruzzone. Opposed: Gee, Romero, McCarthy.)

3. Sports Facilities greater than 22,000 seats

Peter Moylan moved that sports facilities greater than 22,000 seats be deemed an unacceptable non-maritime land use. The motion carried 12-8. (In favor: Millet, Morrison, Walker, Roth, Tibbits, Flanagan, Hagedorn, Gee, Woeste, Sedway, Moylan, McCarthy. Opposed: Moy, Eschen, Hanson, Gallette, Romero, Secchitano, Boston, Bruzzone.)

Discussion. Jeff Heller noted than any sports facility over 5,000 seats could not be built if restricted to a height of 50-feet. He therefore suggested that the Advisory Board should be candid about its wishes: either prohibit sports facilities altogether or permit an indoor arena to be constructed which will necessarily exceed the existing height limit.

Heller stated that SPUR's significant concern is that the Advisory Board recommend a Plan that is workable, viable and realistic. He cautioned that some of the restrictions that the Advisory Board has suggested are in conflict with uses that have been permitted.

4. Non-accessory Parking

A motion was made that non-accessory parking be deemed an unacceptable land use, with the exception of interim uses, as long as the interim use category does not require substantial structural change to accommodate the parking. (In favor: Millet, Morrison, Roth, Moy, Tibbits, Cervantes, Eschen, Flanagan, Hanson, Wallace, Gallette, Hagedorn, Gee, Romero, Secchitano, Woeste, Sedway, Moylan, Boston. Opposed: None.)

Discussion. Noreen Ambrose clarified that the Preliminary Draft Plan includes language that would allow temporary or event parking on Port property as one of the permitted interim uses. If the Board's intention is to prohibit parking as a primary use in the interim as well as the long term, they should be aware of that language in the plan and make refinements (on Saturday) accordingly. Noreen clarified that if parking is related to an event at the Port, it is accessory. However, if the parking is related to an event off Port property, it is simply considered as interim, event parking.

Neils Erich noted that the Advisory Board may wish to focus on the criteria listed in Proposition H as a means of developing conditions by which a use would be unacceptable, rather than working to create an absolute list of unacceptable uses. Jeff Heller suggested that the interim uses could be made simpler, permitting use of facilities that already exist. He observed that any new building would require a CEQA study of some magnitude.

5. Grocery stores in excess of 5,000 square feet

A motion was made that grocery stores in excess of 5,000 feet be deemed an unacceptable land use. The motion was withdrawn after discussion.

Discussion. Marina Secchitano asked whether the motion would exclude the possibility of developing something similar to Pike's Place market (in Seattle). Several members felt that the intention was to exclude only large chain grocery stores such as Safeway or Lucky. Jeff Heller suggested that the Rockridge Public Market is a single development that has been sub-let to various individual users and has been enormously successful. He cautioned the Advisory Board not to exclude a Rockridge-type tenant, when the Board probably really intends to prohibit a supermarket entity such as Safeway. Sharon Lee Polledri suggested that a definition such as "large grocery store with a regional draw" might be a way to distinguish between neighborhood markets, which are desirable, and the large chain groceries. Jeff Heller suggested that "single entity operator" might focus the prohibition of big-box retail, if that is the fear of the Advisory Board.

Peter Moylan suggested that if the Board cannot define a use after discussion, perhaps it should not be deemed unacceptable. Chair Tufts added that the Board might rely to some extent upon the implementation process that is established in the Draft Plan and suggested the Board be careful about micro-managing and tying the hands of the Port to a greater degree than is necessary.

Nan Roth added that at Pier 39, the majority of the retail uses turn their back to the water. She stated that is also the problem with grocery stores and clothing stores: they don't like windows. Anne Cook suggested that guidelines to address that concern might be included in Chapter 3.

With that, Jane Morrison withdrew her motion.

(The discussion of unacceptable land uses was temporarily interrupted to give Dennis Bouey an opportunity to address the Advisory Board.)

Dennis Bouey, Executive Director of the Port, presented his report to the Advisory Board.

Mr. Bouey began with an update of the Port's cargo business. Over the past several months, the Port has been addressing several issues which shipping lines have identified as impediments to shipping business in San Francisco: is there enough business on this side of the bay? is the quality of rail service adequate to serve shipping lines? is there enough critical mass to maintain competitive prices?

As to business sourcing, the Port has undertaken a study. Preliminary results indicate that some shipping lines would be better placed in Oakland because of the types of imports and exports that they move. For others, it is a close call, but the Port of San Francisco may be able to make a case that there is enough business to support them on the San Francisco side of the Bay. This assumes that more businesses that support shipping lines do not move to the east Bay. The Port must begin approaching shipping lines that are a good fit with the types of cargo sources that exist on this side of the Bay and demonstrate that their market share may even grow by moving their operations to San Francisco (due to fewer competitors for the cargo) even

though there are fewer sources on this side of the Bay than on Oakland's side.

As to rail service, on average, it takes an extra two days for cargo to move from the railyard in Oakland to San Francisco. Obviously, this is a disadvantage for San Francisco. The amount of cargo going out by rail is much lower than the Port expected. Evergreen moves approximately 4% of its cargo out on trains. Two other carriers surveyed in Oakland move approximately 2% of all cargo on trains. Almost all of the cargo coming into the Bay area is consumed regionally. The issue in San Francisco is exports, since many exporters use the Bay Area as their point of departure. Currently, San Francisco's outbound cargo often sits in Oakland for several days before there is sufficient cargo for the rail operator to transport it to San Francisco. The Port has a downtown consulting firm, on a pro-bono basis, analyzing the feasibility of subsidizing the rail service between Oakland's rail yard, where many of the exports arrive, to ensure that freight is delivered to San Francisco in time to load onto outbound ships from San Francisco's Port. Another alternative might be for the Port to purchase the freight right-of-way and operate the rail service.

In the meantime, the Port has made a very aggressive offer to Hanjin shipping line. Unfortunately, Hanjin did not have adequate time to consider the offer before having to commit to another five years in Oakland. However, the Port has identified several other shipping lines that it hopes to attract to the Port of San Francisco. But the Port understands that it must demonstrate that certain impediments (such as poor rail service) are resolved in order to attract and maintain shipping lines. The point is that the Port is serious about staying in the maritime business.

Some people have asked why the Port is going after a large shipping line such as Hanjin; why not smaller "niche market" lines? The answer is critical mass. That is, a minimum volume of cargo moving through the Port ensures that stevedore companies can pay their overhead and offer competitively priced services. Once the volume of cargo drops below the critical minimum amount, prices to shipping lines rise for stevedore services, which drives them toward other ports that can offer more attractive pricing.

Mr. Bouey responded to the question of whether the Port is turning down the idea of an Airport and Port consolidation. One might argue that the Port could benefit from such a consolidation because the Airport could give the Port money and back the Port's bonds. However, per law and an agreement between the City and the airlines, consolidation is not permitted. As to Port management, the Port already has negotiated more leases in the first four months of this year than the Port did all of last year. And, in spite of the loss of shipping lines and budget problems, Moody's recently gave the Port's bonds an "A" rating, largely as a result of the changes that management has made, its aggressive posture on commercial leasing, and demonstrated ability to control costs and increase revenues.

Finally, Mr. Bouey discussed the Port's proposal to exempt two projects from the Proposition H moratorium: the renovation of the Ferry Building and a public boat launch near pier 52, including a place to buy supplies or something to eat. The Port's Waterfront Plan would not be affected and all of the usual regulatory approval processes will apply to the projects. It comes down to a matter of timing, of getting a head start on the planning and financing of each project. With the exemption from the moratorium, the Port can attract developers to help close the financial gap between the public financing and the actual costs of renovation.

Mr. Bouey indicated that he has no desire to launch a political campaign for these projects. He has too much respect for the planning process. But he does want to see a civic campaign for the projects. It could begin with a unanimous or nearly unanimous vote by this Advisory Board. If the Board supports the exemption then Mr. Bouey can approach the Board of Supervisors with the strong support of the citizens, to exempt only these projects from the moratorium. All of the other requirements and processes would continue to apply: the implementation process, the environmental processes, the regulatory review process. But as the EIR for the entire Waterfront Plan proceeds, the Port can get started on those projects and accomplish much more in the same period of time. In the interest of the Port, Mr. Bouey requested the support of the Advisory Board.

Jane Morrison asked what the Port wants to do with the Ferry Building. Mr. Bouey stated that, although the feasibility analysis for the Ferry Building is still underway, the analysis is considering a mix of retail, commercial and perhaps some entertainment type uses. He noted that during project implementation, public input would be solicited during the development of any specific mix of uses, at the outset of project design. The removal of the Proposition H moratorium will increase the willingness of the development community to spend time and effort to close the gap in available financing for the Ferry Building project. The project is not going to be inconsistent with anything that has been put forward by the Advisory Board.
Jane Morrison asked if the Port will be guided by the Land Use Plan with respect to the Ferry Building. Mr. Bouey assured her that the Port intends to rely upon the Land Use Plan and that the only request is that the Ferry Building project be allowed to proceed concurrent with the preparation of the EIR for the Waterfront Plan, rather than waiting a full 18-months before lifting the moratorium and proceeding with the project.

Jane Morrison confirmed that the Port did not need voter approval to construct boat ramp improvements at Pier 52, but that the commercial services did require voter approval. Mr. Bouey replied that it could perhaps be argued that the commercial support operations are ancillary to the boat launch ramp, but that the Port does not want to get into arguments over a land use that enjoys widespread support.

Mr. Moylan stated that the only risk with lifting the non-maritime development moratorium for the Ferry Building is that the Port Commission could approve a design that would not be in compliance with the Land Use Plan. He observed, however, that no project in San Francisco is going to be as closely watched by the public as the Ferry Building. The benefit of moving forward outweighs the risk, in his opinion. Mr. Moylan pointed out that the entire implementation of the Plan is in the hands of the Port staff. The Advisory Board is being asked to have a bit of trust that the new management will successfully take us forward. Perhaps this Ferry Building can be the signature project that will set the tone for development along the waterfront in terms of its quality, and will prove to the public that trust in the Waterfront plan and trust in Port management is worthwhile.

6. Tennis Courts

The motion that tennis courts be deemed an unacceptable land use failed by a vote of 8-6. (Opposed: Roth, Eschen, Flanagan, Hanson, Wallace, Gee, Secchitano, Sedway. In favor: Millet, Morrison, Cervantes, Romero, Woeste, Moylan.)

7. Amendment to allow exception to the 50-foot height limit for Sports Arenas (over 20,000 seats)

The motion to amend the 50-foot height limit to allow sports facilities seating over 20,000 passed by a vote of 13-4. (In favor: Millet, Moy, Cervantes, Eschen, Hanson, Wallace, Gee, Romero, Secchitano, Woeste, Moylan, Boston. Opposed: Morrison, Roth, Tibbits, Flanagan.)

8. 50-foot height limitation

The motion to add buildings higher than 50 feet (with a few possible exceptions) to the unacceptable land use list failed by a vote of 4 to 12. (In favor: Millet, Morrison, Wallace, Moylan. Opposed: Roth, Tibbits, Cervantes, Eschen, Flanagan, Hanson, Gee, Romero, Secchitano, Woeste, Sedway, Boston.)

9. Non-Marine Animal Services

The motion to add non-marine animal services to the unacceptable non-maritime land use list passed by a vote of 10-6. (In favor: Millet, Morrison, Roth, Tibbits, Flanagan, Gee, Romero, Sedway, Moylan, Boston. Opposed: Cervantes, Eschen, Hanson, Wallace, Secchitano, Woeste.)

10. Helicopters

The motion to deem helicopter operations an unacceptable non-maritime land use passed by a vote of 9-5. (In favor: Millet, Morrison, Roth, Cervantes, Wallace, Gee, Woeste, Sedway, Moylan. Opposed: Eschen, Flanagan, Hanson, Romero, Secchitano.)

11. Seaplanes

The motion that the Advisory Board recommend to the Port Commission (outside of the unacceptable non-maritime land use list and the Draft Plan) that seaplanes be deemed an unacceptable use on the waterfront failed by a vote of 12-2. (Opposed: Millet, Cervantes, Eschen, Flanagan, Hanson, Wallace, Gee, Romero, Secchitano, Woeste, Sedway, Moylan. In favor: Morrison, Roth.)

Discussion. Steve Price of Commodore Seaplanes spoke to the Advisory Board about the proposed operation at Pier 39. He approached Pier 39 management requesting the opportunity to pick-up and drop-off passengers, i.e. take-off and land, at Pier 39. The company has a perfect safety record and has run the seaplane operation for 47 years. The seaplane tour route would not change from the existing tours that are operated from Marin County.

Mr. Price urged the Advisory Board to distinguish between the perception of noise generated by helicopters and noise generated by a seaplane. Mr. Price reported that a helicopter needs full power during take-off and landing, while a seaplane makes no noise upon landing and very limited during the descent to the city. The majority of noise generated from a seaplane is during take-off for approximately 12 seconds. The company does not believe that there will be a noise problem, since other factors are also working in favor of the Pier 39 location. The predominant wind is from the Northwest, sending noise to the southeast. The aircraft is designed to operate at low noise levels and for rough water. In addition, the plane will be outfitted with a special

muffler and a special propeller that further decreases noise output. The temporary use permit will give people an opportunity to determine for themselves whether or not there is a noise problem.

Jane Morrison asked if the company expects an increase in passengers. Mr. Price replied that the company does not expect a significant increase in passengers; the purpose of moving to Pier 39 is because it is easier to pick-up and drop-off passengers there, rather than at their current location at Richardson Bay.

Peter Moylan stated that his main concern is with the noise to the residential neighborhood and the environmental issues, if there are any. He was surprised to learn that the company does not expect to have an increase in passengers and, consequently an increase in flights per day. Mr. Price explained that the company currently operates a shuttle between Pier 39 and Sausalito, so they capture interested passengers from Pier 39 already. Mr. Moylan suggested that some people might be put off by the shuttle ride between Pier 39 and Sausalito, where that hinderance will be eliminated if the operation moves to Pier 39.

Paul Sedway expressed his personal interest in watching planes take off and land at airports and would be interested in observing the same on the water. He felt that the seaplane operation, if the route avoids the neighborhoods that are concerned and if noise is indeed a non-issue as the operator suggests, then the seaplane operation could be a very interesting addition to San Francisco's waterfront.

B. Woeste asked about timing of operations. Steve Price responded that the company operates flights from 9:00 am to dusk, offering tours every hour on the hour. He also mentioned that the current operation takes off between Sausalito and Tiburon. He reported that the seaplanes take off approximately 50-feet from homes on Strawberry and Belvedere and they have never had a complaint with the seaplanes, although people there have complained about helicopters.

12. Public access to private clubs

A motion to recommend that the Port Commission, in considering maritime private clubs, consider reasonable public access to appropriate club facilities, similar to policies adopted for the swimming clubs passed by a vote of 10-4. (In favor: Millet, Morrison, Roth, Cervantes, Wallace, Romero, Secchitano, Woeste, Sedway, Moylan. Opposed: Eschen, Flanagan, Hanson, Gee.)

Discussion. The final motion was made by George Romero, recommending that maritime related private clubs be required to provide reasonable public access to appropriate club facilities, similar to the policies for the swimming club. Redmond Kernan suggested that the Advisory Board hear from the operators of private clubs before voting on the motion, since the operating issues may be more complicated that the Advisory Board appreciates at this point in time. Jennifer Cleary suggested that private clubs, in general, have no place on public property. Jeff Heller stated that there is a similar precedent, in the east bay, for private clubs operating on public property with the obligation for admitting the public on Sundays only. The motion passed by a vote of 10-4.

The meeting was adjourned.

I:wpminjun.13

Submitted by
John Sanger
WPAB meeting 6/1

TEN REASONS (AT LEAST) WHY THE WATERFRONT PLAN SHOULD NOT AND CANNOT DECLARE SEAPLANES TO BE UNACCEPTABLE, NON-MARITIME USES

1. Seaplanes, like boats and ships, are wholly water-dependent and therefore maritime uses under Proposition H, the draft plan and all other pertinent documents.

2. Their potential use of the waterfront for passenger loading is another example of potential new, water-oriented uses not anticipated by the draft plan and of the flexibility called for by the draft plan in accommodating new economically beneficial waterfront uses.

3. The six-month trial approved by the Planning Commission will demonstrate the lack of adverse effects on city residents, especially noise.

4. A Corps of Engineers' study of seaplane use on inland lakes found no adverse effects of any kind from seaplane use; impacts appear even less than boats.

5. Seaplanes are wholly different from helicopters. They do not take off from land, they do not fly as low, they do not make the same noise.

6. The seaplanes will be using the same route that has been used from the Sausalito base for almost 50 years -- with no known complaints, or even awareness of their presence by residents.

7. Seaplanes provide another form of public access to the Bay for both residents and visitors.

8. Seaplanes can generate additional Port revenues, both directly and indirectly, through greater visitations to the waterfront.

9. Seaplanes may have a future in water taxiing and cross-bay commuting.

10. Seaplanes are fully regulated by the FAA with respect to safety issues.

PORT OF SAN FRANCISCO

Ferry Building
San Francisco, CA 94111
Telephone 415 274 0400
Telex 275940 PSF UR
Fax 415 274 0528
Cable SFPORTCOMM
Writer

DOCUMENTS DEPT.
JUL 21 1994
SAN FRANCISCO
PUBLIC LIBRARY

MEMORANDUM
July 20, 1994

TO: Interested City and Agency Staff

FROM: Waterfront Plan Staff

RE: Enclosed Minutes and Draft Waterfront Land Use Plan

Enclosed, please find minutes for the last three meetings of the Waterfront Plan Advisory Board, during which time they reviewed, revised and approved a Draft Waterfront Land Use Plan to be recommended to the Port Commission.

We are now in the process of integrating the Advisory Board's revisions into the Draft Plan, which will be formally presented to the Port Commission at its meeting on July 26, 4:00 p.m. If you would like to obtain copies of the Draft Plan, please contact Pat Jackson at 274-0549 to make arrangements to receive copies. Please indicate that you are representing a City or regional agency, and there will be no charge.

The current version of the Draft Plan is still a working document in that we will be working with a graphics consultant on a finished edition of the Draft Plan that includes new maps and other graphic presentations, which is expected to be available in October. Please be aware that, although the Advisory Board has completed its deliberations for recommending the Draft Plan, the Port Commission cannot adopt it until after completion of a final EIR, which is not expected to occur until the end of 1995.

Please call Diane Oshima (274-0553) if you have any questions regarding the Waterfront Plan project.

DOCUMENTS DEPT.
JUN 13 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD
THIS IS A SPECIAL ADVISORY BOARD MEETING
Saturday, June 18, 1994
Port Commission Room
9:00 - 4:00 p.m.

1. Public Review and Comment on the Draft Waterfront Land Use Plan and possible vote(s) to recommend the Draft Plan to the Port Commission

Members of the Advisory Board and general public are invited to comment on the Draft Waterfront Land Use Plan at this day-long meeting. The Draft Plan, the product of an almost three year public planning process under the direction of the Advisory Board, specifies land uses for Port property and conditions under which they would be allowed. Copies of the *Draft Waterfront Land Use Plan* are available to the public for a charge of $10.00, payable by check to the Port of San Francisco.

The purpose of this meeting is for the Advisory Board and public to review and discuss any issues addressed in the Draft Plan, and resolve concerns through Plan modifications as necessary, prior to the Advisory Board making motion(s) and taking vote(s) on whether to recommend the Draft Plan to the Port Commission for its consideration. This meeting discussion will be a continuation of the June 13th (4:30 p.m.) Advisory Board meeting. The Advisory Board may choose to vote on its recommendations to the Port Commission in one or a series of votes on different topical areas including, but not limited to: a) land uses proposed for specific sites or segments of the waterfront; b) unacceptable uses; and c) the overall Plan. Prior to initiating substantive discussion of the Draft Plan, the Advisory Board will determine the order and procedure for addressing the topics of concern.

2. Discussion and possible vote(s) on whether to endorse exemptions of the Ferry Building Renovation and Pier 52 public boat launch projects from the Proposition H moratorium, which would require approval by San Francisco voters

The Port currently is engaged in pre-development planning for two development projects: the Ferry Building renovation; and repair of the public boat launch at Pier 52, with ancillary retail and convenience sales to serve the boating community. Both projects have received grant funding. The potential improvements planned for both projects include new non-maritime uses that would not be allowed until the Waterfront Land Use Plan is completed, pursuant to provisions in Proposition H. The Port is considering placing these two projects on the November 1994 ballot to seek an exemption them from the Proposition H moratorium, in order to reduce the level of uncertainty that otherwise would hamper the Port's efforts in negotiating with possible developers, securing additional funding, and moving forward on the planning and approval process for these two projects.

An exemption from the Proposition H moratorium, if approved by San Francisco voters, would not guarantee that either of these projects would be developed. Both projects, which are consistent with the proposed policies in the Draft Waterfront Land Use Plan, still would be subject to public review during the environmental review process and any applicable public hearings needed to obtain approvals from the Planning Commission, the Port Commission, the BCDC Commission, and possibly other decision-making bodies. The exemption from the moratorium therefore merely allows the Port to attract and engage in early discussions with possible developers, and proceed with detailed planning of both projects concurrent with the rest of the planning process required to complete the Waterfront Land Use Plan.

3. Possible vote regarding the Advisory Board's position on pierside hotels (or within 100 feet of the shoreline), separate from the Advisory Board's recommendation(s) on the Waterfront Land Use Plan

On May 10, 1994, the Advisory Board voted on a recommendation separate from the Waterfront Plan, regarding several criteria that should be met if the Port Commission and the voters of San Francisco decided that hotels on piers or within 100 feet of of the shoreline were acceptable. The above-described agenda item is included at the request of one Advisory Board member, to possibly revisit that Advisory Board vote taken at the May 10th meeting regarding hotels. (The Waterfront Land Use Plan currently identifies pierside hotels as an unacceptable use.)

4. Public Comments

At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

UPCOMING ADVISORY BOARD MEETING AND EVENTS
(Subject to Change)

Saturday, June 18; 4:30 a.m. - Comments on the Draft Waterfront Land Use Plan (see reverse for details)

Tuesday, July 12, 1994; 4:00 p.m. - Tentative date for presenting Waterfront Plan Advisory Board recommendations on the Waterfront Land Use Plan to the Port Commission. This meeting will be in the Port Commission Room in the Ferry Building.

COMMUNITY OUTREACH MEETING AND EVENTS

Thursday, June 21, 8:00 p.m. - Meeting to discuss Waterfront Plan with the Coalition for San Francisco Neighborhoods (call Anne Cook, 274-0483 for meeting location)

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

F
58
.2
6/18/94

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

DOCUMENTS DEPT.
JUL 21 1994
SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of June 18, 1994

Attending Board Members: Boston, Bruzzone, Cervantes, Conley, Flanagan, Gallette, Gee, Hagedorn, Levine, Millet, Mix, Morrison, Moy, Moylan, Romero, Roth, Secchitano, Tibbits, Tufts, Viera, Wallace, Walker, Woeste, McCarthy

Absent: Eschen, Hanson, Sedway

Attending Port Staff: Ambrose, Cook, Kilstrom, Oshima, Polledri

---

Bob Tufts discussed the status of the *Seaport Plan* update process. The process has resulted in recommendations re: long term interim uses at certain Port piers and the deletion of certain piers from maritime reservation. Interim uses would be fairly broad and include warehousing.

Mr. Tufts stated that the suggestion has been made that the Board should allow more time to review the *Draft Plan*. Mr. Tufts suggested reviewing the *Draft Plan* chapter by chapter. He suggested finishing the chapter reviews and then determining whether it is necessary to extend the review period to address issues that may require further study. Mr. Tufts stated that the Draft Plan is the result of 3 years of study and review and reflects an open public review process.

Chapters 1 and 2

Anne Cook gave a brief presentation on Chapter 1 (Background) and Chapter 2 (Guiding Principles.) Ms. Cook made two technical corrections. First, page 3 should reflect that it actually takes on average 2 days for cargo to move between Oakland and San Francisco via rail. Also on page 3, the federal government's transfer of property to the Port of Oakland was a transfer of over 400 acres (not 200). Finally, 45 layoffs occurred at the Port with, a net loss of 36 positions.

Anne Cervantes requested that the Board strengthen language in the Guiding Principles regarding economic diversity. Ms. Cook pointed out that this is addressed in Chapter 3. Ms. Cervantes stated that it also should be part of the Guiding Principles. Ms. Morrison suggested the following language: "All development on Port land should reflect San Francisco's ethnic & economic diversity and business opportunities, employment and access to public facilities and activities" in either Chapter 2 or 3. She stated that staff certainly has made efforts to include it elsewhere in the *Draft Plan*. Ms. Levine agreed. The Advisory Board further discussed this issue. Ms. Viera thought that existing laws address this issue. Ms. McCarthy thought the language could be stronger. It was agreed that Jane Morrison and Anne Cervantes will work with

staff to develop the appropriate language. This amendment was approved by a 22 to 0 vote of the Advisory Board. (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Boston, Wallace, Levine, Secchitano, Romero, Moy, Conley, Gee, Woeste, Cervantes, Moylan, Millet, Mix, McCarthy and Bruzzone.)

Ms. Roth requested that the principle of the public trust should be further explained so that the public understands the constraints that the Advisory Board and Port face. Ms. Cook explained that the public trust is highlighted in Chapter 1, page 1. Ms. Roth believes the public trust principle relates to economic activities and diversity of activities. Ms. Cook suggested addressing the Port's public trust responsibility again in Chapter 2, "Diversity of Activities." Ms. Levine thought maybe page 1, Chapter 1 could be beefed up to better explain what the public trust responsibility is. Staff was directed to work with Jane Morrison and Nan Roth to enhance the language regarding the public trust.

Mr. Berline stated that it isn't clear whether the Advisory Board has considered an "open space" waterfront. Mr. Tufts explained that because we are in Chapters 1 and 2 comments should relate to those chapters. Mr. Berline said that less is more and that a bond issues should be considered to pay for open space. Mr. Moylan stated that while he agrees that open space is key, the Advisory Board has struggled to find a balance of uses. Ms. Cook explained that the public trust responsibilities include provision of recreation, maritime and other uses, in addition to open space. Ms. Morrison suggested setting aside a certain percentage of Port property for open space. Mr. Tufts disagreed.

Mr. Ventresca stated that the following language from Prop H should be included in the Plan "The most beneficial and appropriate use of the waterfront is for purposes related to and dependent on their proximity to San Francisco Bay and the Pacific Ocean". Mr. Walker responded that this sounds like one of the guiding principles. Mr. Walker also requested that somewhere in the first two chapters there should be an emphasis on the values of the working waterfront and its role in mixed use developments. Mr. Walker suggested adding the following language to Chapter 2, Page 5, paragraph 2: "Mixed-use conversion and development of the existing waterfront infrastructure (e.g. the pier bulkhead esplanade along the Northeast Waterfront) will be aided by, and should recognize, the value of our City's rich working - maritime historic context to the present, and should ensure that the historic architecture of the waterfront is preserved in the development process, wherever feasible".

This change was approved by a 21-0 vote of the Advisory Board (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Boston, Wallace, Levine, Secchitano, Romero, Conley, Gee, Woeste, Cervantes, Moylan, Millet, Mix, McCarthy and Bruzzone.)

Ms. Roth thought the concept of balance should be clearer in the *Draft Plan*, perhaps with pre-described ratios of uses in new developments. Mr. Tufts said he thinks there is a balance in the *Draft Plan* and he would not like to limit uses to certain percentages. Mr. Moylan suggested that language could be added indicating that open space is just as important as other uses. Ms. Conley agreed that the issue of balance should be emphasized more and suggested making the balancing more explicit than implicit. She said that the *Draft Plan* should explain that a balance is desired, and leave achievement of that balance to implementation. Ms. Conley suggested that in Diversity of Activities, language could be added stating that there are different objectives that

are equally important that should be achieved along the waterfront, (e. g. recreation is as important as revenue.)

Mr. Flanagan expressed his concern that there isn't enough emphasis on the priority of maritime uses throughout the document and, that even with development on the Port, there isn't much revenue left over for the traditional maritime uses. Mr. Flanagan stated his fear that the document is a road map for development without guarantees of open space and maritime uses.

Mr. Tufts stated that he thinks clearly one of the priorities of the *Draft Plan* is to maintain maritime, but there also is a realistic realization that the Port is losing maritime activities.

Mr. Barney Popkin stated that environmental issues are not discussed very much in the *Draft Plan*. Ms. Cook explained that an EIR will be prepared for the *Draft Plan* and environmental impacts will be addressed during that process.

Mr. Ventresca agreed with Mr. Flanagan that there are few water-dependent activities and uses in the *Draft Plan*. He claimed that there is a constant drumbeat that maritime industries are dying, shrinking, and that the Port has to look to alternative uses. On the other hand, there is enthusiastic cheerleading for non-maritime, non water-dependent commercial development. According to Mr. Ventresca, the charge of Prop. H is to come up with a maritime and water-dependent future for San Francisco and there are inconsistencies with the Prop. H process that are very disappointing. In his view, land uses have to have a direct or indirect relationship to water. He would like the Advisory Board to beef up maritime and water-dependent uses.

Mr. Romero stated that there should be a priority in the Guiding Principles for a strategy to maintain and enhance the maritime industries at the Port, and that strategy should be developed and consulted throughout the implementation process. Mr. Romero stated that he doesn't agree with Mr. Ventresca that the *Draft Plan* is cheerleading for non-maritime development and is an imbalanced approach. But, he feels there is a strong danger of having few maritime industries if they are not focused on.

In response to the Advisory Board's discussion, Ms. Cook suggested adding to page 2, Chapter 2 (the Working Waterfront) a reference to the fact that a priority implementation measure is to develop a strategy to maintain and enhance maritime activities at the Port and, in Chapter 5; (implementation), adding a discussion of what the strategy might be.

Mr. Romero agreed with this approach, but suggested adding language indicating that it should be the Port Commission's responsibility to carry out, evaluate and modify the strategy as necessary and to measure all development decisions against this strategy. Mr. Erich suggested that the maritime strategy should be a City-wide effort to maximize maritime uses. These latter two issues would be addressed in Chapter 5. The Advisory Board adopted the Chapter 2 amendments re: maritime strategy by a vote of 22-0 (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Boston, Wallace, Levine, Secchitano, Romero, Moy, Conley, Gee, Woeste, Cervantes, Moylan, Millet, Mix, McCarthy and Bruzzone)

Jane Morrison suggested that Port should get a percentage of profit for any development that occurs on Port property. She also thinks that non-accessory parking should be banned in

Chapter 3 and other parking limited to the minimum necessary. Also, fill credit transfer should be limited to reduce Bay fill. Ms. Morrison agreed that these issues should be addressed during the Chapter 3 discussion.

Mr. Moody from the Potrero District questioned the criteria used to determine size of allowable sport facilities. Mr. Tufts requested that he hold these comments until Chapter 3.

Mr. Tufts summarized the discussion of possible approaches to more explicitly balancing uses in the *Draft Plan*. Ms. Conley suggested adding language such as the following to Chapter 2, page 3 (Diversity), to make the balancing of uses more explicit: "The Port, in its implementation of the *Draft Plan*, should balance the uses and activities on the waterfront. Open space, recreation and maritime activities should be regarded as having value equal to commercial development". It should be clear that the implementation of the *Draft Plan* will constitute a balancing of activities and objectives for the waterfront. Mr. Wallace suggested adding language indicating that the Port Commission should equally encourage and foster each of these activities to the greatest extent possible.

Staff was directed to work out the appropriate language and confirm it with Jay Wallace, Denise Conley and Peter Moylan. The Advisory Board approved this change by a vote of 22 to 0 (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Boston, Wallace, Levine, Secchitano, Romero, Conley, Gee, Woeste, Cervantes, Moylan, Millet, Mix, McCarthy and Bruzzone.)

Jane Morrison moved and Bob Tibbits seconded a motion to adopt Chapters 1 & 2 with the changes approved above. This motion passed 21-0 (In favor: Hagedorn, Walker, Morrison, Tibbits, Roth, Flanagan, Boston, Wallace, Levine, Secchitano, Romero, Moy, Conley, Gee, Woeste, Cervantes, Moylan, Millet, Mix, McCarthy, Bruzzone.)

Mr. Tufts instructed staff to circulate amendments to the Advisory Board and the public in case there are any further comments.

Chapter 3:
Ms. Oshima explained the overall Chapter 3 approach.

Page 4
Peter Moylan recommended removing "if financially feasible" from Paragraph (2b) on Page 4. Mr. Tufts stated that sometimes BCDC finds it impossible to require public access on site. It was agreed that "if financially feasible" should be removed. He also recommended changing Paragraph (15) on Page 7 by substituting "simplifying" for "minimizing".

Page 7
Ms. Viera requested and the Advisory Board agreed to mention the Islais Creek volunteer effort on Page 7, Paragraph 5.

Page 11
On Page 11, Mr. Moylan recommended changing warehousing to interim use. Staff explained that many pier sheds are ideally suited for warehousing. While warehousing is primarily

recommended as an interim use, there also are places where warehousing is suggested as a long-term option. Mr. Flanagan disagreed with Mr. Moylan because warehousing supports maritime uses and historically has provided blue-collar waterfront jobs. Mr. Moylan agreed not to pursue the change.

Ms. Levine suggested adding public markets as an example of commercial uses on page 11. The Advisory Board agreed to allow staff to decide how best to add this to Page 11.

Dick Millet moved that public storage (mini) warehousing be added to the unacceptable uses. Ms. Viera seconded the motion and the Advisory Board voted 18 to 2 to add this use to the unacceptable land use list. (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Wallace, Secchitano, Romero, Moy, Gee, Woeste, Cervantes, Moylan, Millet, Mix, McCarthy, Bruzzone. Opposed: Flanagan and Boston.)

Mr. Moylan suggested and the Advisory Board discussed whether parking should be struck from the commercial use list on page 11 and only accessory parking should be allowed on Port property. The Advisory Board decided against this change and Mr. Moylan decided not to make a motion in this regard.

Page 9

Ms. Viera recommended adding language to Paragraph 6 to encourage volunteer citizen efforts and assist with permitting and grant qualification. The Advisory Board agreed. Ms. Morrison suggested referencing the possibility of local funding sources on Page 9.

Ms. Morrison suggested adding language about fill credits in Chapter 3 to say that fill credits are subject to BCDC requirements. It was agreed that staff would determine where in Chapter 3 to insert this language.

Ms. Morrison suggested stating in Chapter 3 that the Port should get a substantial percentage of profit from new development. The Advisory Board discussed the pros and cons of adding such language. Ms. Oshima reminded the Board that they made this type of "non-planning" recommendation to the Port that are now included in Chapter 5. Ms. Morrison agreed to raise this issue when the Board reviews Chapter 5. The goal is to include language emphasizing that Port property should be managed to meet the best interests of the public and the Port (on page 16 or 17 of Chapter 5.) Ms. Oshima pointed out that Chapter 3, page 13, paragraph (3) addresses this issue (Ms. Morrison agreed) and Ms. Oshima stated that staff will repeat this language for new commercial uses too.

Ms. Conley expressed concern about the Ferry Building subarea. She wanted to clarify that new and existing general office uses are an acceptable use in the Ferry Building and the Agriculture

Building. She also suggested stating in Chapter 3 (under commercial uses) that general offices are allowed by BCDC in historic structures.

Ms. Conley stated that the term "commercial recreation" is confusing. Staff clarified that the term was not meant to be the same as "commercial recreation" as defined by BCDC. Staff will work on clarifying the definition.

Ms. Conley said that in Ferry Building Waterfront (page 3), the language about the third floor addition should be removed because it will be extremely costly to remove the third floor and the *Draft Plan* shouldn't imply that it should be removed without further analysis.

Page 10

Mr. Tibbits asked whether Chapter 3, page 10, section (7) would foreclose future redevelopment activities. Ms. Conley felt that it would not necessary foreclose redevelopment.

Page 12

George Romero suggested removing "to ensure it is the minimum amount necessary" from the end of the 4th paragraph on page 12 regarding parking. The Advisory Board discussed this issue. Eula Walters stated that people should use public transit to get to the waterfront; more parking is unnecessary. Pat Lamkin stated that although she is a promoter of public transit, regional visitors must use cars to access the City and parking for them should be provided. The Advisory Board decided against Mr. Romero's proposed change.

Page 11

Mr. Sanger requested that children-oriented amusements should be included as an example of Assembly and Entertainment on page 11. There were no objections to this change.

Page 12

Mr. Ventresca objected to what he perceived to be a call for more Pier 39's on page 12.
Ms. Oshima said the intent was to give an example of a project with strong maritime and public access components. The Advisory Board decided against any clarifying amendments.

Page 14

Mr. Walker requested, and the Advisory Board agreed, to add a policy that calls for minimizing shadows and wind impacts of new development.

Ms. Cervantes and Mr. Moy requested, and the Advisory Board agreed, to modify item 8 on page 14 to clarify that leasing procedures for interim and long-term uses incorporate outreach and economic opportunities to minority and woman-owned businesses. Staff was directed to add similar language at an appropriate point in the text on interim use policies, on pages 17-21 of Chapter 3.

Page 19

Ms. Morrison suggested, and the Advisory Board agreed, to add language indicating that interim uses that are allowed at the Port would not significantly contradict the goals and objectives of the Waterfront Land Use Plan.

Unacceptable Uses

Mr. Kitahata, a Redevelopment Agency Commissioner, encouraged the Board to remain flexible about uses of Pier 40 to allow the Agency to generate revenues to help pay the debt service on the South Beach Harbor. Also, significant repairs are required for the pier structure and the only use identified thus far to meet this need is a hotel. The Advisory Board advised Mr. Kitahata that the Board recommended that, if the Port Commission and San Francisco voters decide that hotels should be an acceptable use on piers, then a list of conditions that the Board would want

applied to hotel development should be considered. Included in these conditions is a statement that recommended no more than 2 hotels, with the exception of Pier 40 which would not count against the 2 hotel limit. Mr. Kitahata responded that he thought that the Advisory Board's approach left the door open for a Pier 40 hotel.

The Advisory Board reviewed the unacceptable land uses on page 21-22 and staff advised them to make the following changes to correspond with the votes at the June 13th meeting: strike out grocery stores, the height limit, tennis courts and seaplane bases for aerial sightseeing.

Mr. Tibbits stated that none of the Prop. H criteria were properly considered by the Advisory Board when it refused to place seaplanes on the Unacceptable Land Use List. He reviewed a letter he prepared on this matter. In his view, seaplanes are clearly not a maritime use. Mr. Tibbits made a motion to reconsider seaplanes. Ms. Morrison seconded the motion. The Advisory Board voted 18 to 3 not to reconsider. (In favor: Morrison, Tibbits and Romero. Opposed: Hagedorn, Walker, Viera, Roth, Flanagan, Boston, Wallace, Levine, Secchitano, Moy, Gee, Woeste, Cervantes, Moylan, Millet, McCarthy, Bruzzone and Gallette.)

Mr. Ventresca stated that, in his view, the Advisory Board is setting up transitional maritime sites for displacement, linking to non-maritime revenue generating uses on site; permitting non-maritime interim uses; protecting truck and rail access only where feasible; complementary non-maritime uses; transitional maritime uses on the northern waterfront; reducing permitting and regulatory requirements, allowing commercial uses on piers and upland seawall lots, etc. In his view this kind of language is all inconsistent with Prop. H and undermines the Ports' long-term maritime future.

Mr. Tufts asked Ms. Ambrose whether anything in Chapter 3 violates Proposition H.
Ms. Ambrose stated that Prop. H assumes a preference for water-dependent uses on water-side property and that there are findings regarding this. One policy finding states that where maritime uses, public access and projects which aid in the preservation or restoration of the environment are infeasible or impossible, only acceptable non-maritime land uses shall be allowed. The Advisory Board's planning process essentially accomplished this water-dependent evaluation in Phase 1 and, after determining there was no demand for water-dependent uses on parts of the Port's property because of technological changes, determined that water-dependent land uses are impossible in these locations. Then in Phase II, the Advisory Board identified acceptable non-maritime land uses for these extra sites as set forth in Prop. H. The *Draft Plan* is not, therefore, inconsistent. People may differ in their views of whether there should be more land reserved for water-dependent or water-related uses but, in her opinion, there is no conflict.

Ms. Levine pointed out that the majority of Port property has been set aside for water-dependent uses.

Mr. Millet raised Mr. Sedway's concerns (stated in a letter) about types of retail that might be added to the unacceptable use. (e.g. warehouse retail, business supply retail, heavy merchandise retail). Mr. Tibbits moved and Ms. Levine seconded a motion to reconsider banning big box retail uses. The motion to reconsider failed by a vote of 10 to 11 (In favor: Hagedorn, Walker, Viera, Roth, Levine, Morrison, Tibbits, Romero, Moylan, and Millet; Opposed: Flanagan, Boston, Secchitano, Moy, Gee, Woeste, Cervantes, McCarthy, Wallace, Bruzzone and Gallette.)

Mr. Bruzzone moved and Mr. Tibbits seconded a motion to accept Chapter 3 with the amendments discussed above. Chapter 3 was unanimously adopted by a vote of 21 to 0. (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Boston, Wallace, Levine, Secchitano, Romero, Moy, Gee, Woeste, Cervantes, Moylan, Millet, McCarthy, Bruzzone and Gallette.)

Ferry Building Subarea

Ms. Cook gave a brief overview of the Ferry Building Waterfront discussion in Chapter 4.

Page 8

Marina Secchitano raised concern about whether moving ticket sales functions into the Ferry Building would displace the Golden Gate ferry ticket office and jobs. In particular, she was concerned that ticket offices might be too far from the ferries if inside the Building. Ms. Polledri stated that these operational details would be addressed as the development review process proceeds. Also, Ms. Cook pointed out that possibly tickets to the theater, symphony and other means of transport could also be sold.

Ms. Levine stated that the ability to buy transit tickets for many modes of transit at two or three places in the City is important. This shouldn't affect the Golden Gate Ferry operations. Ms. Morrison stated that it would be a convenience to be able to buy tickets all in one place. Ms. Cook explained that these operational details would be worked out in future detailed planning for the Ferry Building.

Ms. Roth expressed her desire to have office users that would draw and serve the public. She recommended trying to find office tenants whose businesses attract a large number of people. Mr. Walker stated that the Limbach office actually restored parts of the Building. Sometime private businesses can bring more resources to restore and enhance the Building. Ms. Cervantes stated that the balancing of uses will take place through the public review process. The Advisory Board decided against adding further constraints on the types of uses. They decided instead to add "including offices" to the last bullet on page 7.

Ms. Morrison suggested that the Ferry Building should be up front in the Plan. Other Board members thought it should continue to be organized geographically. Ms. Cook stated that perhaps the Ferry Building could be emphasized graphically.

Ms. Roth suggested and the Advisory Board agreed that a Development Standard should be added that states: provide a water taxi stop in the area, if feasible.

Lester Gee requested that the E for offices should be changed to A consistent with Ms. Conley's previous comments. Ms. Cook explained that the Acceptable Land Use chart for the Ferry Building includes circled uses which the Advisory Board may want to consider adding to the Acceptable Land Use List. Mr. Tufts stated that the Board will assume that the circled uses are acceptable, unless Board members raise objections to them.

Ms. Morrison suggested and the Advisory Board agreed to add a development standard about encouraging private subscriptions to help with Ferry Building renovations.

Ms. Polledri gave a presentation about the status of the Ferry Building project and responded to Advisory Board questions. The Advisory Board then considered whether it would endorse an exemption to the Prop. H moratorium on new non-maritime waterfront development so that the Ferry Building and Pier 52 boat dock projects can proceed. Mr. Tufts stated that the Implementation Subcommittee met with Dennis Bouey about the exemption and unanimously recommends that the Board pass the following resolution:

"The Waterfront Plan Advisory Board recommends to the Mayor and the Board of Supervisors that an exemption to Proposition H be placed on the November 1994 ballot to permit two projects to proceed: 1) restoration of the Ferry Building and Agriculture Building and improvements to adjacent piers, excluding any portion of Pier 1 to the north, and 2) a public boat launch ramp and dock facility at Pier 52, with an ancillary retail and food service use to serve the recreational boating and water use community. These two projects shall be consistent with the recommendations in the *Draft Waterfront Land Use Plan* presented by the Advisory Board to the Port Commission and all applicable planning and development laws and regulations. These two projects shall not include hotels".

A motion was made and seconded to pass the resolution.

Joel Ventresca made the following comments. The exemption would set aside a major part of Proposition H and development shouldn't proceed until there is a comprehensive plan. There are too many unknowns and it is unjustified to ask that Prop. H be set aside until the Advisory Board has details. Ms. Oshima clarified that the exemption is not a blank check approval of development. Rather, it will free the project from the moratorium so that the Port can pursue feasibility studies, discussions with potential developers, and seek financing for the project. The exemption from Prop. H will allow the Port to move forward. On the other hand, because many questions have yet to be answered, there is a public planning process already underway for the project and an EIR will have to be prepared for the project. The Chapter 5 site approval process and the EIR process will include many opportunities for public input and review to help the Port Commission define acceptable uses for the Ferry Building Project.

The exemption allows the Ferry Building project to move concurrently with the *Draft Plan,* with ample public review.

The Advisory Board adopted the resolution by a vote of 20 to 0. (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Boston, Levine, Secchitano, Romero, Moy, Gee, Woeste, Cervantes, Moylan, Millet, McCarthy, Bruzzone, Gallette.)

The Advisory Board then discussed the Ferry Building matrix and, in particular, whether they want the circled uses to become acceptable uses, which they did. Also, water taxi was added as an acceptable use for Ferry Plaza and recreational boating were added as an acceptable use at the Ferry Building. Public academic institution was added as an acceptable use at the Ferry Building and Agriculture Building.

Arthur Bruzzone moved and Bob Hagedorn seconded a motion to adopt the Ferry Building section with the above changes. The motion passed 19 to 0. (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Levine, Secchitano, Romero, Moy, Gee, Woeste,

Cervantes, Moylan, Millet, McCarthy, Bruzzone, Gallette.)

The Advisory Board discussed whether to have a continuation of the meeting to the following week, and after considerable discussion, decided to continue the meeting on Monday, June 20 because this was the day most Advisory Board members could attend. Staff was instructed to contact Advisory Board members to inform them that the meeting was continued to Monday, July 20th.

South Beach/China Basin Subarea

Page 9, last bullet
Peter Moylan recommended and the Advisory Board agreed to add "as long as the wake action is not harmful or destructive of the wetlands on the south bank (Mission Bay Wetlands).

Page 10, bullet 5
Peter Moylan recommended and the Advisory Board agreed to add the following: "Ensure that any structure doesn't endanger the safe docking of boats in the South Beach Harbor."

Page 6, bullet 2
Ms. Morrison recommended adding the words "consider (applying)" to 2nd sentence.

Page 9
Ms. Morrison raised her objection to the reference to the need for an exception to the 40 foot height limit.

The Advisory Board agreed to take "ballpark" out of the 5th paragraph but did not agree to Ms. Morrison's other change.

Page 10, bullet 6
Ms. Roth proposed removing "amend the height limits to accommodate the structure" but the Advisory Board disagreed with this change. The wetlands at Mission Bay and Aqua Vista Park will be added to the maps.

Page 11, bullet 6
Ms. Roth proposed removing the last four words "to the extent possible" but the Advisory Board disagreed with this change.

Page 10, bullet 6
Mr. Romero questioned the call for setbacks to afford views of the Lefty O'Doul Bridge. The Advisory Board decided to remove "and incorporate setbacks to afford views of Lefty O'Doul Bridge" from this section.

Matrix
In addition to changing the circled uses to "acceptable land" uses, the Advisory Board made the following changes to the matrix:

Pier 46B:- Add historic ships and temporary and ceremonial berthing and open space.

Mission Bay Waterfront: Add public access:

Piers 30-32, 34 - Sports facilities was removed.

For all charts: Indicate on charts with asterisk that maritime uses can be substituted for other maritime uses on Port property.

Mr. Moylan raised the possibility of removing dilapidated piers. Ms. Ambrose stated that if BCDC were to approve the fill credit concept one could remove pier extensions and expand and widen the boardwalk to implement the PortWalk, for example from Piers 34 and 36.

Marina Secchitano moved and Mr. Tibbits seconded adoption of the South Beach/China Basin section of the *Draft Plan*.

Mr. Ventresca pointed out many references to fill credits and recommended defining fill credits in the glossary and better explaining the concept where relevant.

The Advisory Board adopted the South Beach section with the above changes by a vote of 19 to 0 (In favor: Hagedorn, Walker, Morrison, Viera, Tibbits, Roth, Flanagan, Levine, Secchitano, Romero, Moy, Gee, Woeste, Cervantes, Moylan, Millet, McCarthy, Bruzzone, Gallette.)

AC/pj/WPMIN94.7

DOCUMENTS DEPT.
JUL 21 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

MINUTES
Meeting of June 20, 1994

Attending Board Members: Bruzzone, Eschen, Gallette, Hanson, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Romero, Roth, Sedway, Tufts, Viera, Wallace, Woeste, Cervantes, Conley, Flanagan, Gee, McWilliams, Mix, Scott, Secchitano

Absent: Boston, Walker

Attending Port Staff: Cook, Kilstrom, Oshima, Polledri, Ambrose

---

The meeting began at approximately 4:30 p.m.

Northeast Waterfront

Page 6
Ms. Viera stated that she does not believe that a sailing center is a good use for Pier 9 because of possible conflicts with other water-dependent uses nearby including ferries and tug and tow operations. She felt that large yacht moorings would be better but could still allow possibility of recreational boats. Also this may be a good location for tall ships. Also she expressed concern about maintenance of facilities which is rarely addressed in the Development standards. Ms. Oshima stated that this issue is addressed in Chapter 3, page 9 for open space and public access.

Page 2, paragraph 3
Ms. Morrison suggested and the Board agreed to list residential and hotels as possible uses on the seawall lots.

Page 5, bullet 3
Ms. Morrison proposed removing the words "if feasible". The issue was discussed extensively by the Advisory Board. There was confusion about whether just the pier head buildings or the buildings in between the piers are worthy of retention. The Advisory Board agreed to change the language to "Preserve the front facades of pier head buildings at Piers 31, 33 and 35".

Page 5 and Page 6
The Advisory Board agreed that the following language should be added to the discussion of the Broadway Pier Mixed Use Opportunity Area:

"These parcels have high near-term revenue generating potential for the Port and optimizing revenue should be a strong consideration in their development. There parcels also are pivotal sites for weaving the waterfront into the broader City context". It also was agreed that on page 6, paragraph 1 "including hotel" should be put in parenthesis as an example of a commercial use.

Mr. Bruzzone moved to adopt the Northeast Waterfront section of the Draft Plan including the matrix with "As" in the circled boxes, and Ms. Levine seconded the motion. The motion was passed by a vote of 24 to 0 (In favor: Bruzzone, Eschen, Gallette, Hanson, Levine, McCarthy, Millet, Morrison, Moy, Moylan, Romero, Roth, Sedway, Viera, Wallace, Woeste, Cervantes, Conley, Flanagan, Gee, McWilliams, Mix, Scott, Secchitano.

Southern Waterfront

Ms. Kilstrom explained a discrepancy between Chapter 3 and the Southern Waterfront section vis-a-vis-the length of interim uses. She proposed indicating in Chapter 3, page 20 that the maximum term for an interim use would be 20 years (it was extended to 30 to allow the co-generation plant, which actually would not be an interim use.) Ms. Conley suggested leaving the term up to 30 years because 30 years is a reasonable length of time to amortize a loan for large scale interim uses. The Advisory Board decided to leave Chapter 3, page 20 as it is.

Arthur Bruzzone suggested that the reference to BCDC's 1994 Seaport Plan update in the first paragraph on page 5 be revised to state, "this designation may be deleted" rather than is likely to be deleted, since the Seaport Plan update is not complete and the final resolution of the "priority use" designation for container terminals has yet to be determined.

Bruzzone also suggested an addition to the fourth "Objective" on page 3 that discusses development of non-maritime land uses. A sentence will be added to the last paragraph (the fifth paragraph on the page) as follows: "In any event, non-maritime development should not interfere with adjoining container terminal operations, including the existing intermodal yard."

Julia Viera suggested several changes and additions to the Development Standards for the Cogeneration Power Plant Opportunity Area on page 7, to provide more specific benefits to Islais Creek and the nearby residential communities. Noreen Ambrose suggested that Julia's interests may be better served if the Advisory Board adopted a separate resolution advocating these points as they relate to the possible cogeneration plant, because the Plan will not have immediate, direct bearing on this project. After some discussion, the Board agreed to make the following revisions to the section of the Plan cited above:

First bullet: Add to end of sentence, "including the nearby 1925 brick fire station."

Third bullet: Change "will be negotiated", to must be negotiated; delete "feasible"; add the sentence, "Possible elements may include public restrooms, maintenance for Islais Creek open space improvements, meeting rooms available to the public and parking spaces."

Fourth bullet: Change "should" to "must"; add to end of sentence, "and should provide permanent support."

Add a sixth bullet: "Ensure that the power facility does not interfere with rail service to the Port." Viera suggested the following revisions to the Development Standards for Islais Creek on page 9:

Third bullet: Delete "provided all along the western end of the creek" and replace with "encouraged continuously around the west channel of Islais Creek."

Viera suggested the deletion of the second sentence under "Warm Water Cove" on page 4, since it was editorial in nature and did not contribute to this objective.

George Romero asked about the wetlands identified at Pier 94 and the potential for using the LASH pier (at the southern container terminal) for public access and mitigation for the loss of wetland at Pier 94. Kari Kilstrom responded that the loss of wetlands is typically mitigated by creating new or enhancing like-kind wetlands elsewhere.

Jane Morrison suggested an addition to the Objectives to "give priority in appropriate areas to industrial and other uses that will yield the maximum number of good paying jobs to San Franciscans." The Board voted to add this to the overarching "Guiding Principals" of the Plan, to be included in Chapter 2. The intent, after some discussion, is to give priority to jobs for any use, industrial and otherwise, that yield good paying jobs to San Francisco residents. Jane added that she appreciated the Board's support of this notion, since she introduced it at the suggestion of Jimmy Herman.

In reference to the Development Standards for Maritime Expansion Areas (page 8), Morrison requested language that would ensure that 10-20 year leases would be subject to the same review processes as permanent uses. Diane Oshima suggested that this issue be deferred to the discussion of Chapter 5: Implementation, where review processes for various uses are discussed in greater detail.

Denise McCarthy inquired about permitting "residential" land uses within a mixed-use project, specifically at the Pier 70 Mixed Use Opportunity area. Carl Hanson cautioned that the existing ship repair activities require a generous buffer zone to be compatible with residential-type uses, because the operations are industrial in nature and are generally not a good neighbor to residences.

The Advisory Board voted against adding residential to the permitted mix of uses at the Pier 70 Mixed Use Opportunity Area, but after some discussion, the Advisory Board added "residential" to the permitted land uses for Seawall Lot 354, since the site is somewhat removed from the heavy industrial activities on the waterfront, yet enjoys proximity to Islais Creek.

Bob Tibbits requested that the first Objective on page 1, the first paragraph, be revised to replace, "between boxcar and container" with "from ship to rail". And that the second Objective, first paragraph be revised to replace, "have lower debt service requirements" with "are more affordable to cargo-related businesses", and continuing onto page 2, replace "will" with "may" in the last sentence regarding the requirement of creative financing mechanisms to attract cargo-related businesses to the southern waterfront.

Tibbits requested a revision to the second paragraph of the second Objective (page 2) to replace "will" with "may" to state, "longer leases may be necessary" and to replace "also elicit higher rents" in the last sentence of that paragraph with "may elicit additional revenues".

Nan Roth suggested a revision to the permitted land use table, to permit "water taxis" at Warm Water Cove, and to add "Artists/Designers" as an "existing/may continue as interim use" to the Pier 70 Expansion Maritime area.

Jennifer Cleary asked if it would be appropriate to "set aside" ie preserve the wetlands at Pier 94 that have "been returned to nature" as a result of the failure of the landfill. The Advisory Board noted her comment and agreed that the Plan acknowledges both the importance of the container shipping operations, which may trigger the need to fill the wetlands, as well as the significance of wetlands and the requirements for mitigation.

All of the revisions suggested above were approved by the Advisory Board in a final vote on this section, unless otherwise noted.

A motion was made and seconded to adopt the southern waterfront section with the agreed changes. The motion was passed by a vote of 21 to 0 (in favor: Eschen, Hagedorn, Bruzzone, Sedway, Morrison, Roth, Tibbits, Viera, Hanson, Secchitano, Moy, Gee, Cervantes, Woeste, Moylan, Millet, Mix, McCarthy, Flanagan, Wallace, Romero). Note: Mr. Romero subsequently changed vote, making the vote 20 to 1.

Fisherman's Wharf

Page 4, last paragraph, Page 9

The Advisory Board discussed the parking problems at the Wharf. In particular, Ms. Morrison suggested changes to page 4 (parking discussion) to encourage increased parking by providing underground garage or double-decking existing parking, but later agreed that the Development Standards address most of her concerns. Ms. Roth proposed adding Pier 47 to the first sentence, but the Advisory Board did not agree to this change. She also wanted to add the word "currently" to the fourth sentence to indicate that funding for the underground garage is not currently available. The Advisory Board agreed to this change. She also recommended adding "Continued efforts to identify alternative locations for the Triangle parking should be pursued" in the same sentence. The Advisory Board did not agree to this change primarily because, as Ms. Cook pointed out, a Development Standard on page 9 addresses this issue. Ms. Roth proposed adding "that do not reduce existing parking capacity" to the first sentence of page 9 and this change was agreed to by the Advisory Board.

Mr. Gallette and Mr. Romero discussed how complex and divisive the parking issue is at the wharf. They recommended against major changes in the parking discussion in the Draft Plan. Mr. Tufts also felt that many of the changes aren't significant enough to risk the divisiveness.

Ms. Roth said that the previous planning efforts at the Wharf called for more public oriented uses, instead of parking. Mr. Gallette responded that the previous planning efforts were not supported by the business people at Fisherman's Wharf which is why that planning process hasn't moved forward. Mr. Gallette suggested and the Advisory Board agreed to leave the rest of the language as it is.

Page 2
Ms. Roth recommended and the Advisory Board agreed to add language to the first paragraph, giving credit to the significant financial contributions already made by existing Wharf businesses, but also acknowledging that there has been very little reinvestment in the Wharf. Staff was directed to add appropriate language to reflect this addition.

Page 4
Ms. Roth requested and the Advisory Board agreed that the first three lines of page 4 should be added to the development standards.

Page 8
Ms. Roth requested and staff agreed that bullet 6 on page 11 could be cross-referenced on page 8.

Page 7/8
Ms. Roth requested and the Board agreed to add "and to provide support services for the new Hyde Street Harbor, once completed."

Mr. Moylan asked about the outcome of the debate about whether to allow interim non-fishing related uses at Fish Alley. Ms. Roth stated that the staff keeps putting interim uses back in the *Draft Plan*. Ms. Cook took exception to Ms. Roth's comment, explaining to the Advisory Board that the Fisherman's Wharf Subcommittee met (including Ms. Roth) and decided on the approach summarized on pages 7-8. She stated that if Subcommittee members believe that the language does not reflect their wishes, then they should raise any concerns now; the language is not in the *Draft Plan* because staff tried to sneak it in. Ms. Roth deferred to Mr. Flanagan who stated that the language is consistent with the Fisherman's Wharf Subcommittee's agreement.

Page 8
Ms. Roth suggested and the Board agreed to add "support facilities for the historic Hyde Street Pier" to the first bullet point. She also suggested and the Advisory Board agreed to add "maritime-related" before the word museum.

Page 9
Ms. Roth suggested and the Board agreed to add "with transparent design providing views through the building to the Bay." Ms. Roth also stated that the Citizen's Advisory Committee plan, called for new continuous public access and improvements along the Wharf waterfront, with no boats docked at Pier 43 ½. Mr. Gallette again raised the fact that the CAC Plan has not been adopted and doesn't reflect the full intent of the people in the area. Most of the conflicts relate to the Triangle and Pier 43 ½.

Mr. Flanagan stated that the Wharf area has been studied for years and that staff has done a good job looking at the studies. While some of Ms. Roth's points should be made, the Draft Plan does a good job of being consistent with past plans. There are lots of areas of division between the community and the merchants and staff has tried to stay neutral in this regard and those issues still will be debated. These issues are not critical to the Port's land use plan. He would favor approving the language in the Draft Plan for Pier 43 ½.

Ms. Roth stated that bullet point 6 and 9 contradict each other and bullet point 6 should reflect the desire for a public promenade from Pier 39 to Pier 45. Mr. Gallette pointed out that there is a long term lease for Pier 43 ½. But, the tenant does not appear to be opposed to some type of compromise. Mr. Moylan stated that because in five years the CAC still had disagreement about the Triangle, Pier 43 ½ and 45 to some extent, the Advisory Board can hardly solve these problems now. This is one area where there may never be agreement.

Ms. Roth suggested adding language about the pedestrian promenade at bullet point 6 on page 9. The Advisory Board disagreed with this proposed change. Mr. Tibbits suggested removing the last bullet point on page 9. The Advisory Board disagreed with this proposed change.

Page 12

Ms. Secchitano stated that Red and White now has operations at Piers 41 and 43 and she expressed concern about providing facilities to all service providers, as stated in bullet point 8. She recommended and the Advisory Board agreed to strike the words "available to all service providers" from this bullet point and bullet point 5 on page 13.

Ms. Roth suggested removing Pier 43 ½ from bullet 8 on page 9 but the Advisory Board disagreed with this proposed change.

Page 11

Ms. Roth requested and the Board agreed to add the following language to the 2nd bullet point: "Give priority to support services for Hyde Street Harbor as space becomes available in Fish Alley". She also requested and the Board agreed to replace "for public viewing" at the end of bullet 8 with "so that the public has an opportunity to see the working waterfront close at hand".

Page 9

Mr. Hanson recommended and the Advisory Board agreed to strike everything after the words ceremonial berthing.

Matrix

The Advisory Board agreed to make circled uses acceptable with the following exceptions: At SWL 303 assembly and entertainment should not be allowed and maritime support and office should be "existing acceptable uses."

Mr. Bruzzone moved and Mr. Moylan seconded a motion to accept the Fisherman Wharf section with the agreed changes. The motion passed by a vote of 16 to 2 (In favor: Bruzzone, Cervantes, Eschen, Flanagan, Gallette, Gee, Hanson, Hagedorn, McCarthy, Millet, Morrison, Moylan, Romero, Secchitano, Wallace, Woeste; Opposed; Tibbits, Roth)

Southern Waterfront

Mr. Romero requested permission to change his vote on the Southern Waterfront from yes to no because he is not comfortable with the idea of a warehouse or light industrial use at Piers 90/92, 80 or 96.

Implementation

Ms. Cervantes proposed that language be added to Chapter 5, Implementation, to ensure affirmative action and minority business opportunities through new Port leases. After much

discussion, the Advisory Board agreed that Ms. Cervantes should present proposed language to staff generally expressing the sentiments discussed.

Denise McCarthy proposed that Chapter 5 also be amended to recommend that the Port Commission adopt a policy to promote employment preference for San Franciscans.

Mr. Hanson stated that job training would be more helpful, because it is often difficult to fill all positions with City residents. Much discussion ensued, The Advisory Board agreed that the Port should try to promote priority in employment opportunities for San Francisco residents, and agreed that a policy statement should be added to the Plan.

The Advisory Board discussed the current requirement for conditional use authorization for all non-maritime uses in the Northern Waterfront Special Use District. The draft plan proposed that that process be reviewed and streamlined with design review issues being removed from the conditional use process. Ms. Roth expressed concern that if the design review process were to be separated from the conditional use authorization process, how could she be certain that design review would occur, and what agency would manage the process. The language was amended per a suggestion from Inge Horton of the City Planning Department.

Mr. Romero then raised a policy issue suggesting that the language should be clarified to read that the implementation process should maintain, expand, and meet the future needs of maritime activities. Mr. Hanson suggested that the Plan already meets those objectives. Mr. Tufts suggested that the language read that the Port should attempt to maintain and expand maritime uses, because if need is not there then the Port can not maintain those uses. Others said that this was a policy directive, and the policy should be to maintain and expand maritime activities, in addition to meeting future needs. The language suggested by Mr. Romero was approved.

Mr. Romero also suggested that there should be a recommendation to form an advisory board to develop a strategy to promote maritime activities. Mr. Bruzzone and Mr. Flanagan spoke in favor of this, others expressed concern that this was a matter for the Port Commission.

Joel Ventresca argued that there is a hole in the Plan because of the lack of strategic plan for promoting maritime activities, and that a focus group was not adequate to address those issues.

Ms. Morrison agreed that there should be a standing strategy group, not just a focus group, including citizens and professionals involved in the maritime businesses to advise the Port.

Mr. Bruzzone proposed adding to Mr. Romero's suggested change a requirement that the maritime strategy be revisited every five years when the land use plan is reviewed, with a report to the Port Commission.

The Advisory Board agreed with Mr. Romero and Mr. Bruzzone's proposed change.

Ms. Morrison proposed that Chapter 5, page 7, item 3 be amended to read "when a pier structure or bulkhead building in current use needs a safety or seismic upgrade within BCDC jurisdiction the existing use must be evaluated on whether the space could be better used for a water oriented use and whether the existing use is consistent with the Waterfront Plan. Only then should the Port consider asking a one time exemption and not an overall policy change".

Mr. Tufts suggested that when the issue is raised on a one-time basis the overall policy issue would have to be addressed. No action was taken on the proposed language.

Then, Ms. Morrison raised a concern about the language on pages 1-3 of Chapter 5, because it states that the McAteer Petris Act would have to be changed, without making clear that the Act has been effective in protective the Bay. While there may be some changes that need to be made, the language should be amended to read:

In the past, BCDC regulations have protected the waterfront from massive non-maritime development and preserved it for water-oriented uses. Major policy changes should not be sought.

Noreen Ambrose pointed out that the specific policy issues with request to BCDC were identified on pages 6-8 of Chapter 5, and that the Port understands that BCDC staff has decided to review its replacement fill policies as part of its work plan.

Mr. Tufts stated that he has had a problem with issues related to the replacement fill policy.

Mr. Tufts asked staff to amend the text to clarify that BCDC policies have served the Bay well, and to work with Ms. Morrison to amend the language to make it less adversarial.

Ms. Roth asked if she could work with staff to identify public trust issues related to quality of access and economics on the waterfront. Ms. Roth felt that public trust restrictions should be more clearly stated in the Plan.

Ms. Morrison also wanted to add language to make clear that the general policy is to preserve existing heights, and prevent closing off the bay with large structures. The Advisory Board agreed to this change.

Ms. Roth asked that the focus group be redesignated an advisory group. All of the members agreed.

Joel Ventresca commented that two problems with the report are that the report does not include the changes to the state and local legislation that would have to be considered and adopted in order to implement the waterfront plan, and the report does not include a chart showing the square footage of existing uses, and the goals for square footage of various types of uses in five years or ten years. In addition, the maps are not clear enough. Mr. Ventresca also was concerned that the document was very lengthy, and that although the Advisory Board had spent twelve hours in public meetings reviewing the draft, the public needed more time for review.

Mr. Ventresca stated that interim uses are not identified in the matrices. Ms. Oshima responded that the Plan provides that the City Planning Code use provisions define the universe of uses that could be permitted as interim uses. These provisions would be reviewed to determine whether they meet the needs of the Waterfront Plan. Mr. Ventresca stated that the public needs to see the precise language of the State legislative amendments and that there is a need for a timeline for implementation. He also stated that the public would like to see the proposed amendments to the Special Area Plan. Mr. Bruzzone responded that the *Draft Plan* is clear that these

amendments, once drafted, will be subject to public review. Mr. Romero agreed that everyone needs to see the specific language of the proposed amendments.

Mr. Ventresca stated that he would like to see the square footage calculations of existing uses, broken down by maritime and non-maritime, with objectives for the future also translated to square footage.

Ms. Ambrose explained that Port staff would not set forth proposed language to amend the City's Master Plan, Planning Code and Zoning map or BCDC's Special Area Plan without first consulting at length with the staffs of the respective agencies, and then holding public hearings in the affected agency's forum. The *Draft Plan* merely identifies a list of policy issues that could be considered for review.

Mr. Bruzzone requested that staff strengthen the language to make clear that the Advisory Board identified all of the amendments that will be necessary to implement the policies identified in the Plan.

Mr. Ventresca stated that the Board should not approve the comprehensive plan until they know exactly what the amendments are. Mr. Moylan stated that while he agreed with Joel Ventresca he also recognized that there is a need for the Port to move forward with the process.

Ms. Ambrose explained that the policy issues to be addressed in the legislative amendments are identified in the *Draft Plan.*

Ms. Morrison said that she was concerned that there was an implication that the McAteer-Petris Act and BCDC had not served the public's objectives of protecting the Bay, and that is not a message that the Board wanted to convey.

Ms. Roth stated her concern that the Advisory Committee, as now proposed, would not include members of the various agencies whose documents apply to waterfront development.

Mr. Tibbits called for a square footage breakdown of existing uses, vacant property, etc.
Ms. Kilstrom explained that that information would be available from the EIR analysis.

Ms. Viera requested on behalf of Ms. Levine that a summary section on what types of interim uses would be permitted and Mr. Tufts explained that this was already requested.

A motion to adopt Chapter 5, as amended, was made and seconded and passed by a vote of 13 to 3 (In favor: Eschen, Hagedorn, Bruzzone, Flanagan, Wallace, Romero, Viera, Gallette, Gee, Cervantes, Worste, Moylan, McCarty. Opposed: Morrison, Roth, Tibbits)

In response, to a request by Mr. Romero, the Advisory Board voted unanimously to allow reconsideration of the recommendations as to the conditions applicable to hotel development.

Mr. Romero stated that the only reason to develop hotels is to generate revenue to the Port, and that the requirement for prevailing wage for hotel construction and operation would avoid labor disputes and controversy that could reduce the success of the project.

Ms. Cervantes suggested that the reference to a requirement for prevailing wages for construction was an issue with minority contractors, and proposed deleting the reference to hotel construction.

Ms. Ambrose stated that she doesn't believe there is a legal impediment to imposing a prevailing wage condition on Port property. Mr. Kernan stated that requiring prevailing wages for operations (as opposed to construction) and applying such a requirement just to Port property would be unusual. There was further Advisory Board discussion of Mr. Romero's motion. Mr. Wallace said that he thought that minority contractors did not have a problem with paying prevailing wages, but rather they had a concern about selective enforcement tactics that they perceived as harassment.

Mr. Romero moved and Ms. Morrison seconded a motion to adopt Mr. Romero's proposed language. The language was defeated by a vote of 6 for the motion (Hagedorn, Morrison, Moylan, McCarthy, Flanagan, Romero) 4 opposed (Eschen, Tibbits, Gee, Cervantes) and 6 abstentions (Bruzzone, Roth, Viera, Gallette, Woeste, Wallace).

Mr. Bruzzone stated that he is very disturbed that Pier 80 is no longer in operation and he feels that the Board needs to show that they are concerned about the financial condition of the Port. Mr. Bruzzone asked that the Board reconsider the introduction to the Board's hotel recommendation to ask the Port to consider hotels on piers. (Rather than their more neutral language that if the Port decides to pursue voter approval of hotels, then certain conditions would apply.) Ms. Morrison stated that the previous language was a compromise by some Board members who would prefer that the Port not consider hotels on piers. Mr. Ventresca asked the Board to leave the hotel issue alone. Mr. Bruzzone moved and Mr. Gallette seconded a motion to reconsider. The motion failed by a vote of 7 (In favor: Eschen, Bruzzone, Tibbits, Gallette, Gee, Cervantes, Romero); 8 Opposed (Hagedorn, Morrison, Roth, Woeste, Moylan, McCarthy, Flanagan, Wallace) and 1 abstention (Viera).

The Advisory Board gave Mr. Tufts a round of applause for his work as Chairman. The meeting was adjourned at approximately 11:00 p.m.

AC/fj/I:WPMIN94.1e

DOCUMENTS DEPT.
SEP - 2 1994
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Wednesday, September 7, 1994
Port Commission Room in Suite 3100 of the Ferry Building
12:00 - 2:00 p.m.
THIS IS A SPECIAL MEETING

Agenda

1. Discussion of memorandum from the Port to the Waterfront Plan Advisory Board requesting further information on certain recommendations contained in the Draft Waterfront Land Use Plan dated June 20, 1994 pertaining to hotels on piers or within 100 feet of the shoreline, interim land uses, and sports facilities on the waterfront. The Port has not requested that the Advisory Board reconsider or revote on any of these issues. Rather, because the Port Commission and staff are in the process of reviewing the June 20, 1994 Draft Plan, the Port wants to ensure a full and clear understanding of the Advisory Board's recommendations before determining whether any Draft Plan revisions will be proposed prior to the Port Commission endorsement of the Draft Plan for analysis in an Environmental Impact Report.

2. Discussion of changes in procedures for noticing meetings of the Waterfront Plan Advisory Board, consistent with the Sunshine Ordinance.

3. Public Comments - At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opporutnity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

* * *

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the attachment for a list of services and phone number contacts to make advance arrangements for their availability.

wpabagen.dyo

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

DOCUMENTS DEPT.
JAN 9 1995
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Thursday, January 12, 1995
Port Commission Room in Suite 3100 of the Ferry Building
4:30 - 7:00 p.m.
THIS IS A SPECIAL MEETING

1. Staff Report (4:45-5:00) - Status report on the Waterfront Land Use Plan EIR and waterfront activities.

2. Discussion and possible vote to amend Section 4.1 of the Waterfront Plan Advisory Board by-laws to change the regular meeting schedule from twice each month to four times per year. Although it is the general policy of the Advisory Board to introduce an item for consideration at least one meeting in advance of a vote on that item, the Advisory Board can vote to change this rule during the course of a meeting and call for a vote on any item included on the agenda for that meeting (5:00 - 5:15).

3. Advisory Board review, discussion and possible votes on the November 4, 1994 Revised Draft Waterfront Land Use Plan, which includes revisions proposed by Port staff for consideration by the Port Commission (Revised Draft Plan). Copies of the Revised Draft Plan can be obtained by calling the Waterfront Plan Hotline at (415) 274-0354.

   Background and Status Report: The Advisory Board presented its recommended Draft Waterfront Land Use Plan (Recommended Draft Plan) to the Port Commission on July 26, 1994. From August to November, the Port staff reviewed the Recommended Draft Plan. On November 4, 1994, Port staff published the Revised Draft Plan for review by the public and Port Commission. The Revised Draft Plan includes specific revisions for review and consideration by the public and the Port Commission.

   On November 21 and December 19, 1994, the Port Commission held public hearings to receive public comments on the Revised Draft Plan. The Port Commission is scheduled to review the Revised Draft Plan again at its meeting of January 24,. 1995, at which time the Commission may take an action to endorse the Revised Draft Plan (possibly with further amendments) for the purpose of having it evaluated in the Waterfront Land Use Plan EIR. The EIR process, which will take over a year, must be completed before the Port Commission or other decision-makers can take any action to adopt a final Waterfront Land Use Plan. This provides the opportunity for the Draft Plan to be revised further to incorporate mitigation measures or other information disclosed through the EIR process before final actions. If you have any questions regarding the Waterfront Land Use Plan or the public planning process for this project, call the Waterfront Plan Hotline at (415) 274-0354, and a Port staff person will contact you as soon as possible.

4. Public Comments - At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

DISABILITY ACCESS

The Port Commission office is located on the third floor of the Ferry Building, Suite 3100.

The Port office is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) will be available. The closest accessible BART station is Embarcadero Station located at Market and Spear Streets. The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets. Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71. For more information about MUNI accessible services, call 923-6142.

There is accessible parking the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Assistive listening devices are available for use in the Port Commission Meeting.

The following service are available on request 72 hours prior to the meeting. Please contact Frank Palumbo at (415) 274-0559. Late requests will be honored if possible.

- American sign language interpreters
- The use of a reader during the meeting
- A sound enhancement system
- Minutes of the meeting in alternative formats
- Large print of an agenda

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the City accommodate these individuals.

F
458
10/23/95

Agenda

DOCUMENTS DEPT.
OCT 17 1995
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Monday, October 23, 1995
Port Commission Room in Suite 3100 of the Ferry Building
4:30 - 7:00 p.m.

1. Update on Port activities by Executive Director Dennis Bouey

2. Update on the status of the Draft Waterfront Land Use Plan, including preparation of graphically improved Draft Plan and summary poster, preparation of the Environmental Impact Report, proposed conforming amendments to the City's Master Plan and Planning Code and to policies and plans of the Bay Conservation and Development Commission, community outreach, Urban Design and Historic Preservation Guidelines, and related issues.

3. Public Comments - At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

SAN FRANCISCO PORT COMMISSION
FERRY BUILDING, SUITE 3100
THE EMBARCADERO, SAN FRANCISCO

American sign language interpreters will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

A sound enhancement system will be available upon request. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

Minutes of the hearing are available in alternative formats. Please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

If you require the use of a reader during the meeting, please contact Frank Palumbo at VOICE (415) 274-0559 at least 72 hours prior to the meeting. Late requests will be honored if possible.

To allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products.

The closest accessible BART station is Embarcadero station located at Market and Spear Streets.

The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets.

Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71.

For more information about MUNI accessible services call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

F
58
1
15/96

DOCUMENTS DEPT.

FEB 29 1996

SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Tuesday, March 5, 1996
Port Commission Room in Suite 3100 of the Ferry Building
4:30 - 6:30 p.m.

1. Update on Port activities by Executive Director Dennis Bouey

2. Update on the status of the Draft Waterfront Land Use Plan, including preparation of the Environmental Impact Report, proposed conforming amendments to the City's Master Plan and Planning Code and to policies and plans of the Bay Conservation and Development Commission in conformance with Chapter 5: Implementation of the Draft Plan, community outreach, Urban Design and Historic Preservation Guidelines, and related issues.

3. Public Comments - At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

DISABILITY ACCESS

The Port Commission office is located on the third floor of the Ferry Building, Suite 3100.

The Port office is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) will be available. The closest accessible BART station is Embarcadero Station located at Market and Steuart Streets. The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets. Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71. For more information about MUNI accessible services, call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Assistive listening devices are available for use in the Port Commission Meeting.

The following services are available on request 72 hours prior to the meeting. Please contact Frank Palumbo at (415) 274-0559. Late requests will be honored if possible.

- American Sign Language Interpreters
- The use of a reader during the meeting
- A Sound Enhancement System
- Minutes of the Meeting in Alternative Formats
- Large Print of the Agenda

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the City accommodate these individuals.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Sunshine Ordinance Task Force at 554-6075.

SF
258
1
4/2/96

DOCUMENTS DEPT.
MAR 27 1996
SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Agenda

Tuesday, April 2, 1996
Port Commission Room in Suite 3100 of the Ferry Building
4:30 - 6:30 p.m.

1. Update on Port activities by Executive Director Dennis Bouey

2. Update on the status of the Draft Waterfront Land Use Plan, including preparation of the Environmental Impact Report, proposed conforming amendments to the City's Master Plan and Planning Code and to policies and plans of the Bay Conservation and Development Commission in conformance with Chapter 5: Implementation of the Draft Plan, community outreach, and related issues.

3. Public Comments - At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

H:\wp51\wpagd4/96.fj

DISABILITY ACCESS

The Port Commission office is located on the third floor of the Ferry Building, Suite 3100.

The Port office is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) will be available. The closest accessible BART station is Embarcadero Station located at Market and Steuart Streets. The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets. Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71. For more information about MUNI accessible services, call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Assistive listening devices are available for use in the Port Commission Meeting.

The following services are available on request 72 hours prior to the meeting. Please contact Frank Palumbo at (415) 274-0559. Late requests will be honored if possible.

- American Sign Language Interpreters
- The use of a reader during the meeting
- A Sound Enhancement System
- Minutes of the Meeting in Alternative Formats
- Large Print of the Agenda

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the City accommodate these individuals.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Sunshine Ordinance Task Force at 554-6075.

SF
P58
#1
5/9/96

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

DOCUMENTS DEPT.

MAY 06 1996

SAN FRANCISCO
PUBLIC LIBRARY

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Thursday, May 9, 1996
Port Commission Room in Suite 3100 of the Ferry Building
4:30 - 7:00 p.m.

1. Update on Port activities by Executive Director Dennis Bouey.

2. Update on the status of the Draft Waterfront Land Use Plan, including preparation of the Environmental Impact Report, proposed conforming amendments to the City's Master Plan and Planning Code and to policies and plans of the Bay Conservation and Development Commission in conformance with Chapter 5: Implementation of the Draft Plan, community outreach, and related issues.

3. Public Comments - At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

H:\wp51\wpagd5/96.fj

DISABILITY ACCESS

The Port Commission office is located on the third floor of the Ferry Building, Suite 3100.

The Port office is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) will be available. The closest accessible BART station is Embarcadero Station located at Market and Steuart Streets. The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets. Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71. For more information about MUNI accessible services, call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Assistive listening devices are available for use in the Port Commission Meeting.

The following services are available on request 72 hours prior to the meeting. Please contact Frank Palumbo at (415) 274-0559. Late requests will be honored if possible.

- American Sign Language Interpreters
- The use of a reader during the meeting
- A Sound Enhancement System
- Minutes of the Meeting in Alternative Formats
- Large Print of the Agenda

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the City accommodate these individuals.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Sunshine Ordinance Task Force at 554-6075.

Agenda

DOCUMENTS DEPT.

DEC 0 9 1996

SAN FRANCISCO
PUBLIC LIBRARY

PORT OF SAN FRANCISCO
FERRY BUILDING, SUITE 3100
SAN FRANCISCO, CA 94111

SAN FRANCISCO PORT COMMISSION
WATERFRONT PLAN ADVISORY BOARD

Thursday, December 12, 1996
Port Commission Room in Suite 3100 of the Ferry Building
4:30 - 6:30 p.m.

1. Update on Port activities by Executive Director Dennis Bouey.

2. Summary Presentation of the draft Urban Design and Public Access element for the Waterfront Plan

3. Update on the Waterfront Plan and Status Report on the Port-BCDC Discussions Regarding Possible Amendments to BCDC Plan Policies to Implement the Waterfront Plan.

4. Public Comments - At this time, members of the public may address the Advisory Board on items of interest to the public that are relevant to the Advisory Board's role in the Waterfront Plan planning process, except agenda items. With respect to agenda items, your opportunity to address the Advisory Board will be afforded when the item is reached in the meeting, with one exception. When the agenda item has already been reviewed in a public meeting at which members of the public were allowed to testify and the Advisory Board has closed the public comments on that item, your opportunity to address the Advisory Board must be exercised during the Public Comment portion of the calendar.

Copies of all reports and analyses, and minutes for all Waterfront Plan Advisory Board meetings are maintained at the Port's offices and at the Civic Center Main Library. If you would like to obtain any of these materials, be added to the mailing list, or have questions about the Waterfront Plan project, please call the Waterfront Plan hotline, (415) 274-0354 and state your concern. Port staff will respond promptly to all messages received.

In accordance with the Americans with Disabilities Act (ADA), measures are being taken and services are available to ensure that all public meetings at the Port are accessible to persons with disabilities. See the reverse side for a list of services and phone number contacts to make advance arrangements for their availability.

H:\wp51\wpagd12/96.fj

DISABILITY ACCESS

The Port Commission office is located on the third floor of the Ferry Building, Suite 3100.

The Port office is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) will be available. The closest accessible BART station is Embarcadero Station located at Market and Steuart Streets. The closest accessible MUNI Metro station is Embarcadero station located at Market and Spear Streets. Accessible MUNI lines serving the Ferry Building are the 9, 31, 32 and 71. For more information about MUNI accessible services, call 923-6142.

There is accessible parking at the Ferry Building and at the public lot in the Embarcadero median in front of the Ferry Building.

Assistive listening devices are available for use in the Port Commission Meeting.

The following services are available on request 72 hours prior to the meeting. Please contact Frank Palumbo at (415) 274-0559. Late requests will be honored if possible.

- American Sign Language Interpreters
- The use of a reader during the meeting
- A Sound Enhancement System
- Minutes of the Meeting in Alternative Formats
- Large Print of the Agenda

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the City accommodate these individuals.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Sunshine Ordinance Task Force at 554-6075.

84942

HOUCHEN
BINDERY LTD
UTICA/OMAHA NE
2004